

**Cultural Resources Assessment
Proposed United States Courthouse
Anniston, Alabama**

S&ME Project No. 4213-16-330



Lead Agency:
The General Services Administration
77 Forsyth Street, Suite T8
Atlanta, Georgia 30303

Prepared for:
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September 2017



CULTURAL RESOURCE ASSESSMENT PROPOSED UNITED STATES COURTHOUSE ANNISTON, CALHOUN COUNTY, ALABAMA

S&ME Project Number 4213-16-330
AHC File Number 2005-1314

FINAL REPORT

LEAD AGENCY:

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September 2017

1.0 MANAGEMENT SUMMARY

1.1 Project Background

S&ME, Inc. (S&ME), on behalf of O'Brien and Gere Engineers, Inc. (OBG) and the U.S. General Services Administration (GSA), has completed a Cultural Resources Assessment (CRA) for three proposed building sites for a proposed United States Federal Courthouse in Anniston, Alabama (Figures 1.1 and 1.2). The three proposed building sites, each approximately four acres and located within the Urban Core of Anniston, Alabama, were chosen from a list of eight potential sites considered by the GSA, which began its site investigation in April 2016. The specific sites are: Site 1 (Block 148), bounded by 12th Street, Gurnee Avenue, 11th Street, and Moore Avenue; Site 2 (Block 149), bounded by 11th Street, Gurnee Avenue, 10th Street, and Moore Avenue; and Site 3 (Block 151/159), bounded by West 14th Street, Moore Avenue, 13th Street, and Grove Avenue. The proposed courthouse will be approximately 63,000 gross square feet and will include 13 secure parking spots. Given the urban setting of the three proposed building sites, the Area of Potential Effects for each is characterized as the building footprint/boundaries of the block for direct effect and the boundaries of adjacent blocks for indirect effects (Figures 1.3–1.8).

The proposal for a new federal courthouse in Anniston, Alabama has been considered intermittently since 1995. Increased security requirements following the Oklahoma City Federal Building bombing put the project on hold in the 1990s; in 2005, GSA revisited the project and began preparing an Environmental Assessment (EA), but because the initial target site was in a floodplain GSA began a new site selection process (BAT Associates, Inc. 2009). Although the site selection process was completed in 2009, funding was unavailable and the site was not acquired. In 2016, Congress appropriated funding, and GSA again restarted the site selection process. On November 17, 2016, the GSA reinitiated Section 106 consultation with the Alabama Historic Commission (AHC), Alabama's State Historic Preservation Office, via an e-mail and letter from Susan M. Conger, Historic Preservation Specialist at the GSA, to Lee Anne Wofford, Deputy State Historic Preservation Officer at AHC.

Background information from AHC indicates that the three proposed building sites are located within the Downtown Anniston Historic District's expanded 2009 boundaries. In 1991, the Anniston Historic District was nominated to the National Register of Historic Places (NRHP) under Criterion A, for its association with Community Planning and Development and Commerce, and under Criterion C for its architecture (Gates 1991). In 2007, a status report on Anniston's Historic Resources recommended that the 1991 NRHP nomination be updated and the boundaries of the district expanded to include properties that were not part of the original district, due to their age at the time of nomination (Schneider Historic Preservation LLC 2007). In 2008, three structures within the Downtown Anniston Historic District, referred to as the "Gateway to Anniston Buildings" were placed on the AHC and Alabama Trust for Historic Preservation's Alabama Places in Peril list (Betz 2008). In 2009, a boundary expansion for the district was listed in the NRHP (King and Schneider 2009). In January 2017, an executive order designated 1031 Gurnee Street, the former Greyhound Bus Depot, as the Freedom Riders National Monument, commemorating the site where a bus carrying Freedom Riders was attacked by a mob.

Additionally, the 2009 expanded boundaries of the NRHP-listed Downtown Anniston Historic District coincide with the boundaries of the City of Anniston's locally designated Downtown Anniston Historic District. Although a historic preservation ordinance was adopted by the City of Anniston in 1991 and this ordinance established the City of Anniston Historic Preservation Commission (AHPC), there was no locally designated historic district or design review guidelines for the Downtown Anniston area until 2015 (PS King Associates 2015). The Downtown Anniston Historic District is subject to these design guidelines. The City of Anniston is designated as a Certified

Local Government by the AHC and has the responsibility to review projects within the boundaries of the locally designated historic districts, including the Downtown Anniston Historic District.

Fieldwork for the project was conducted on January 5 and 6, 2017. This work included a visit to each of the proposed building locations for the proposed courthouse. Each location was photographed, as were the surrounding structures and landscapes, to assess the potential effects construction at each site might have on significant cultural resources. Fieldwork also included a visual assessment to identify locations that may have potentially significant archaeological remains.

1.2 Conclusions

It is S&ME's opinion that the site preparation and construction activities associated with the late nineteenth and twentieth century development of downtown Anniston likely displaced archaeological deposits associated with earlier occupations, if present. It is possible that construction debris, building foundations, and perhaps other archaeological deposits such as wells or privies could remain under the hardscaped surfaces. If present, these deposits could add to the significance of the Downtown Anniston Historic District. We recommend that the project design include efforts to identify and evaluate archaeological resources once a building site is selected while existing structures and hardscaped surfaces are removed.

It is the opinion of S&ME that, construction at any of the sites will adversely affect historic resources. Since each site is located within the NRHP listed Downtown Anniston Historic District, and construction at each will be unable to avoid both direct and indirect effects to properties that contribute to the district, additional consultation with the AHC and other parties who have demonstrated interest under NHPA consultation requirements and the development of a Memorandum of Agreement (MOA), to minimize or mitigate the adverse effects, will be necessary. Additionally, the three proposed building sites are located within the locally designated Downtown Anniston Historic District, which is under the purview of the AHPC; demolition of structures and construction of new buildings within the district are two activities which require the submission of Certificates of Appropriateness for review and approval by the commission. The completion of this step will be necessary before demolition and construction activities at any of the sites could occur.

Figure 1.1. Topographic map with locations of the three proposed building sites.

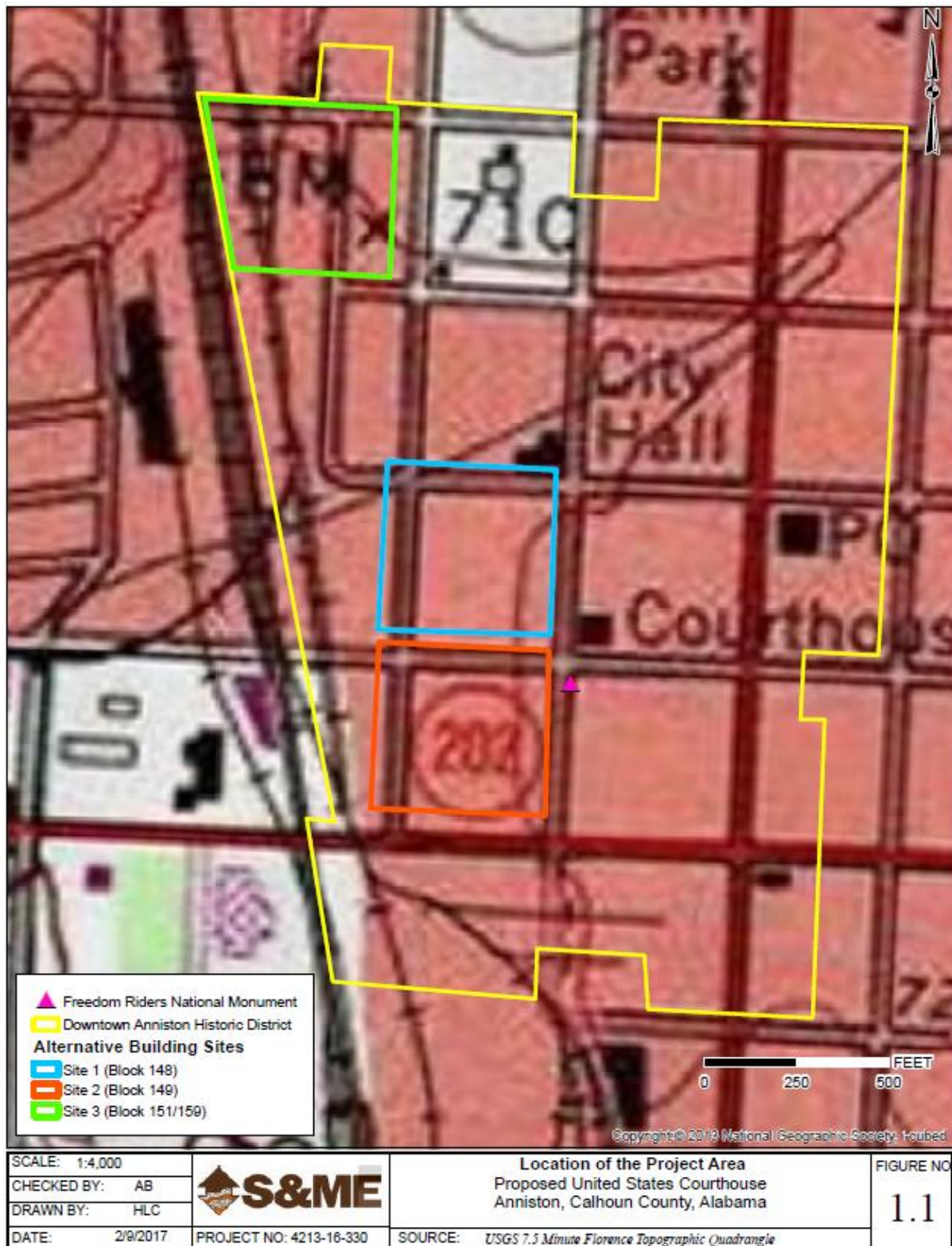


Figure 1.2. Aerial map with locations of the three proposed building sites.



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Figure 1.3. Topographic map with location and APE for Site 1 (Block 148).

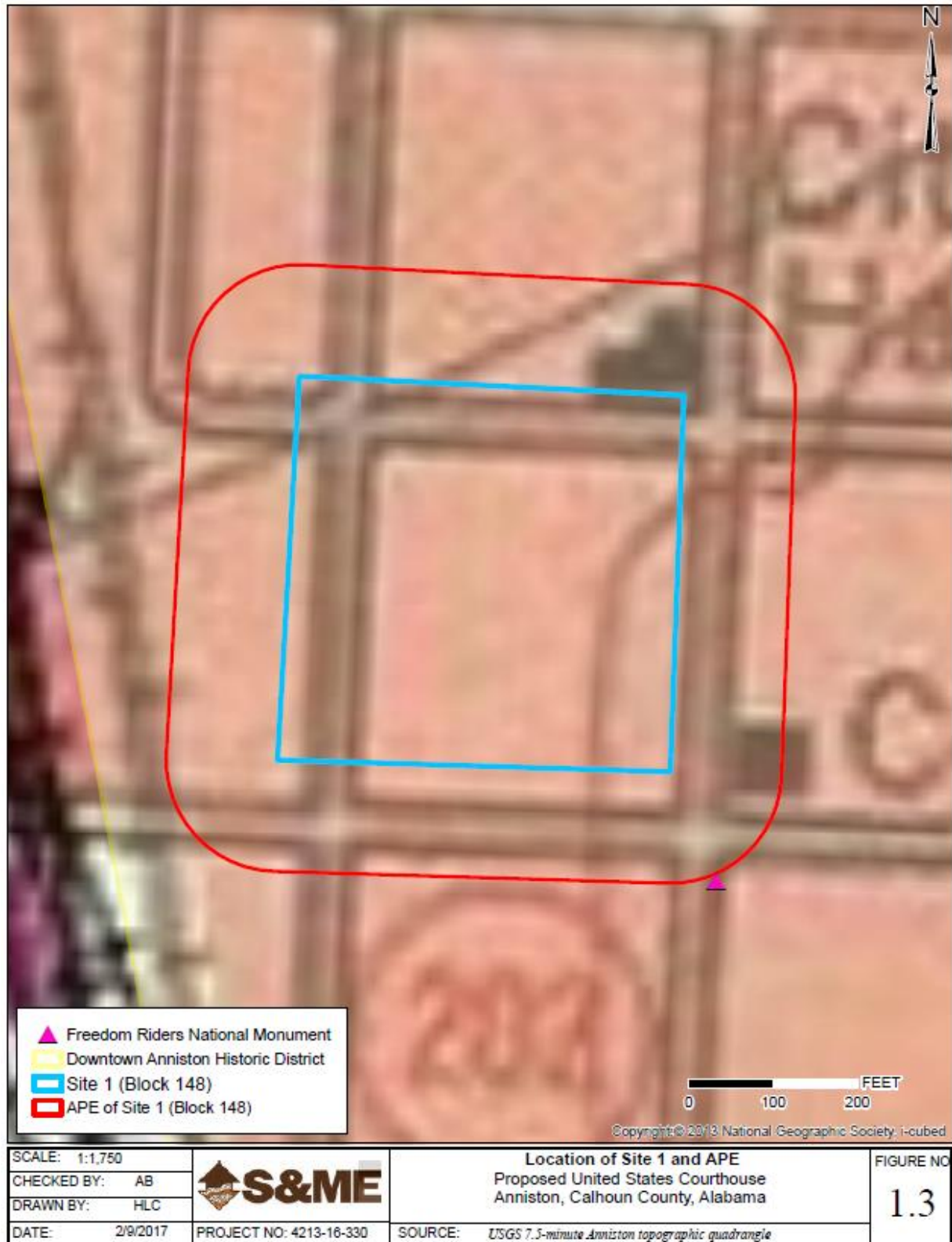


Figure 1.4. Topographic map with location and APE for Site 2 (Block 149).



Figure 1.5. Topographic map with location and APE for Site 3 (Block 154/159).

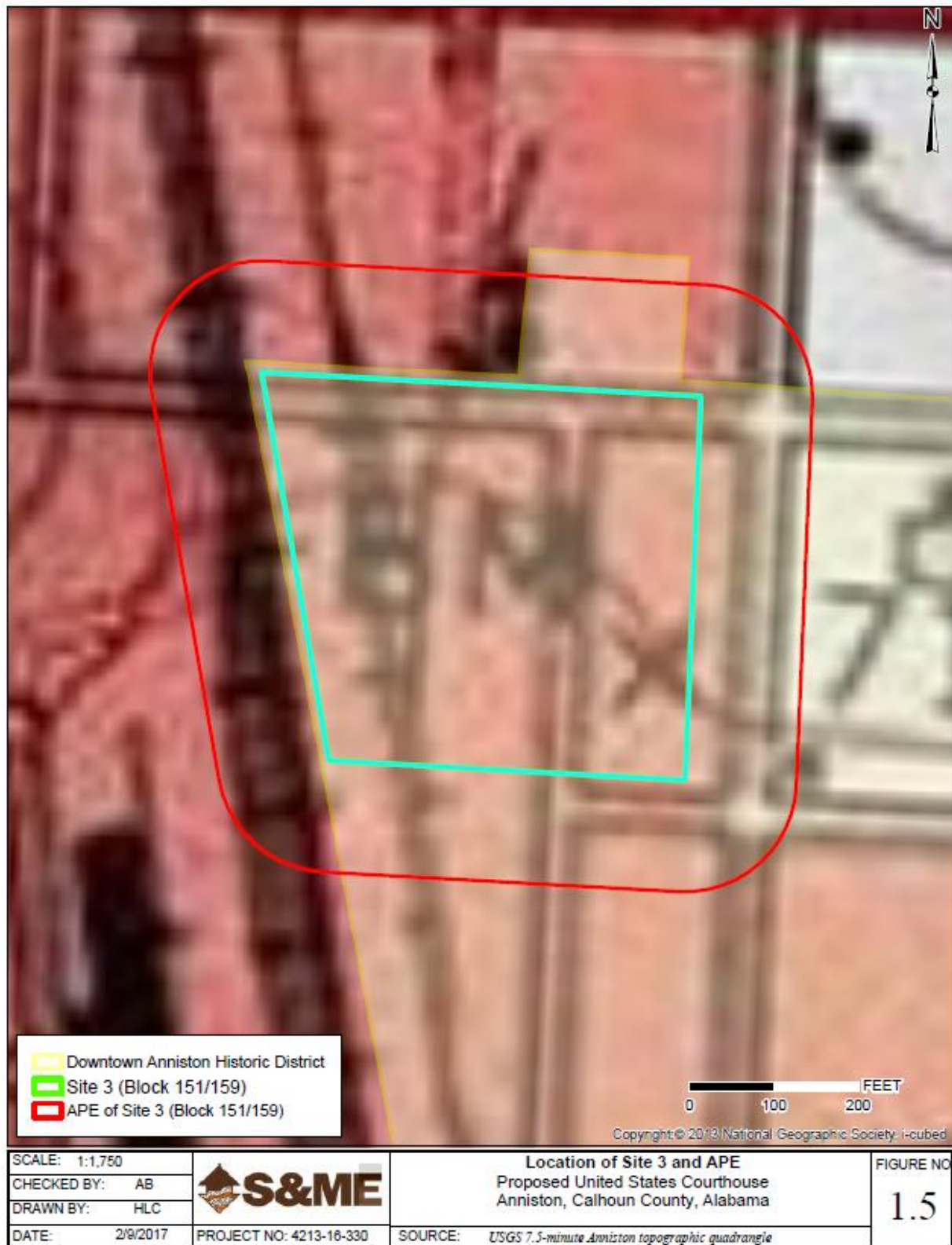


Figure 1.6. Aerial map with location and APE for Site 1 (Block 148).



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Figure 1.7. Aerial map with location and APE for Site 2 (Block 149).



Figure 1.8. Aerial map with location and APE for Site 3 (Block 151/159).

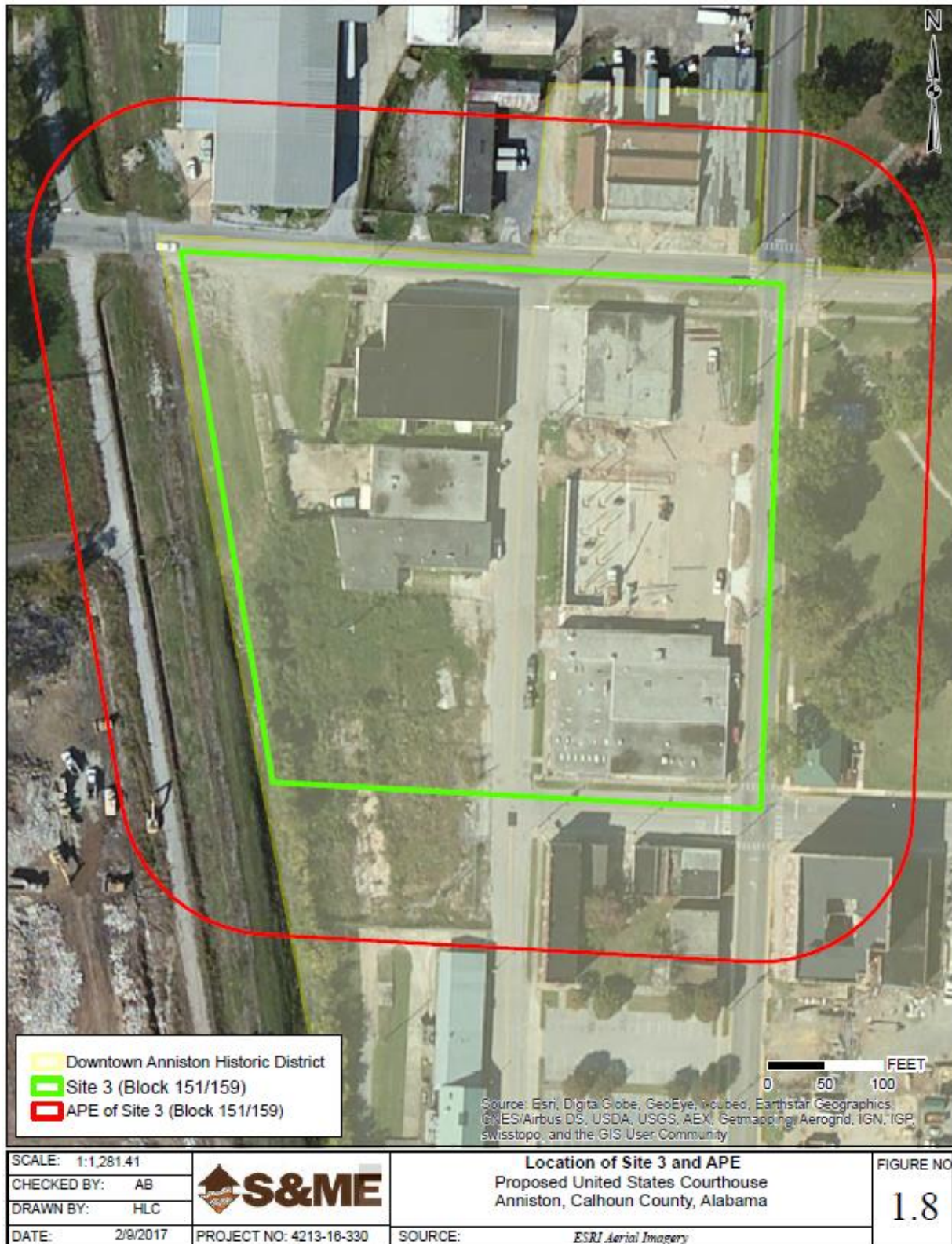


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2.0 INTRODUCTION

S&ME, on behalf of O'Brien and Geer Engineers, Inc. (OBG) and the U.S. General Services Administration (GSA), has completed a Cultural Resources Assessment (CRA) for three proposed building sites for a proposed United States Federal Courthouse in Anniston, Alabama (Figures 1.1 and 1.2). The three proposed building sites, each approximately four acres and located within the Urban Core of Anniston, Alabama, were chosen from a list of eight potential sites considered by the GSA, which began its site investigation in April 2016. The specific sites are: Site 1 (Block 148), bounded by 12th Street, Gurnee Avenue, 11th Street, and Moore Avenue; Site 2 (Block 149), bounded by 11th Street, Gurnee Avenue, 10th Street, and Moore Avenue; and Site 3 (Block 151/159), bounded by West 14th Street, Moore Avenue, 13th Street, and Grove Avenue. The proposed courthouse will be approximately 63,000 gross square feet and will include 13 secure parking spots. Given the urban setting of the three proposed building sites, the Area of Potential Effects for each is characterized as the building footprint/boundaries of the block for direct effect and the boundaries of adjacent blocks for indirect effects (Figures 1.3–1.8).

The following work was carried out in general accordance with the agreed-upon scope, terms, and conditions presented in S&ME Proposal No. 42-1601430, dated December 1, 2016, and a Subcontract Agreement between OBG and S&ME dated December 13, 2016, under the overall guidance and directives of the GSA.

Background research included a review of documentation provided by GSA, and communication with staff at the Alabama Historical Commission and The Alabama Office of Archaeological Research (OAR), which maintains the State Site File.

Fieldwork for the project was conducted on January 5 and 6, 2017. This work included a site visit to each of the proposed building locations for the proposed courthouse. Each location was photographed, as were the surrounding structures and landscapes, to assess the potential effects construction at each site might have on significant cultural resources. Fieldwork also included a visual assessment of the APE in order to characterize the likelihood of potential for archaeological deposits. Heather L. Carpini, M.A., served as Principal Investigator for the project and author of the report. Aaron Brummitt, RPA conducted the fieldwork, and assisted Ms. Carpini in authoring this report.

This project is authorized and funded through the GSA. The CRA is part of the larger Environmental Assessment efforts. GSA will be consulting under Section 106 of the National Historic Preservation Act, 54 U.S.C. 300101 et seq. and intends to partially fulfill the Section 106 public notification and consultation requirements through the NEPA scoping process. In support of that effort, this report has been prepared in compliance with the National Historic Preservation Act of 1966, as amended (54 U.S.C. §300101 et seq.); the Archaeological and Historic Preservation Act of 1979; procedures for the Protection of Historic Properties (36 CFR Part 800); and 36 CFR Parts 60 through 79, as appropriate. Field investigations and the technical report meet the qualifications specified in the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (Federal Register [FR] 48:44716-44742), and the *Alabama Guidelines: Preparing Reports for Historic Architectural Resources for Section 106 Review* (Alabama Historical Commission n.d.). Project personnel meet the Secretary of the Interior's Professional Qualifications Standards set forth in 36 CFR Part 61.

3.0 HISTORIC CONTEXT

The three proposed building sites are located within the City of Anniston, Alabama, specifically within the historic downtown core of the city. The history of Anniston, with a focus on the downtown area, has been well documented through a number of reports and written histories. A basic overview of that history is included here to establish context for the current study; for more detailed information on the City's history, references from the following section are excellent resources.

3.1 Historic Context

3.1.1 *Establishment of Anniston*

Anniston, Alabama is located in Calhoun County, in the northeastern portion of the state. It is north of Choccolocco Creek, a tributary of the Coosa River, which is located to the west of the city. Calhoun County was established in December 1832 and was originally called Benton County, in honor of Missouri Senator Colonel Thomas Hart Benton; however, it was renamed in honor of South Carolina's James C. Calhoun in 1858, as the area's residents did not agree with Benton's political leanings. When it was established, the seat of the County was located at Jacksonville; in 1866, following the creation of Cleburne and Etowah counties, Calhoun County acquired its current boundaries and within forty years, the county seat would change. Based on the new boundaries of the county, which meant Jacksonville was no longer in an ideal location, and the growth of Anniston in the second half of the nineteenth century, sentiment for moving the county seat increased. In 1895, Anniston lost a vote to become the new county seat, but it subsequently won a new vote on the issue in 1899 (Morton 2016).

Beginning in the 1860s, Englishman Samuel Noble and former Union General Daniel Tyler began purchasing land around the present location of Anniston, attracted by an abundance of natural resources, including iron ore and vast, untapped pine forests. Tyler and Noble were industrial visionaries, with an idea for what they believed was an ideal industrial town. The two men established the Woodstock Iron Company in 1872 and began to implement their vision. The first iron furnace was erected near the current intersection of Noble Avenue and 8th Street; they soon added a second furnace and a cotton textile mill (Gates 1991; Ayers 2013).

As their company became successful, Noble and Tyler proceeded with their plans to develop their industrial community. Laid out on a grid pattern, the original town limits were a 1.5-mile radius from the intersection of Noble Avenue and 17th Street. The men utilized the profits from the Woodstock Iron Company to improve the town's infrastructure, including providing paved roads and sidewalks, as well as street lights. The Town, and the men who established it, seemed to embody the New South idea coined by Atlanta newspaperman Henry Grady (Gates 1991). Grady himself profiled Anniston in his own newspaper, describing it as a "Model City," a term that stayed with Anniston over the next century and beyond (Ayers 2013; Gates 1996).

3.1.2 *Growth in Anniston*

Developed along a specific plan, following the vision of Noble and Tyler and made possible by their control of the town's industry and development, Anniston grew. With the East Tennessee, Virginia, and Georgia Railroad tracks in the western portion of the town, and the iron ore located to the west of the tracks, the town developed specific areas for its industrial, commercial, and residential sectors. The industry was concentrated along the western edges of town, associated with the iron ore and railroad. Noble Street, which was laid out along a primary north-south route through the county, was designated as the main commercial center and developed as such. Residences were concentrated to the east of Noble Street and to the west, between Noble Street and the

industrial hub, a mixture of commercial and civic development became the established model (Gates 1991; Gates 1996).

In 1883, Anniston, which had up to that point been a “company town” for the Woodstock Iron Company, was opened up to the public. A new railroad connection, the Atlanta and Birmingham Railroad, had been finished the previous year to the south, connecting to the established East Tennessee, Virginia, and Georgia Railroad. With easier transportation and increased options for development, people began to flock to Anniston (Gates 1991). The town experienced significant growth during the late 1880s; although it was slowed by the depression that greatly affected the iron industry in the early 1890s, the growth began again with the establishment of Anniston as the county seat in 1899 (Gates 1991; Gates 1996).

Like many industrial towns, Anniston experienced a series of highs and lows throughout the early twentieth century. With the United States’ entry into World War I, increased demand for iron products again brought prosperity to Anniston and its industrial leaders. The 1917 establishment of Camp McClellan served as an impetus for additional population growth, which was again bolstered by the camp being designated as a Fort in 1929. Population growth around Anniston meant an increase in demand for housing, businesses, and government services, and buildings associated with these sectors were steadily built throughout the 1910s and 1920s (Gates 1991).

Although the Depression was hard on the residents of Anniston, the beginning of World War II proved to be an economic boon to the city. Cast iron pipe was in high demand and the associated manufacturing facilities prospered. In 1940, the government funded the construction of an ammunition storage plant approximately eight miles outside of Anniston; during its peak operation, this facility provided 6,000 steady jobs to civilian employees (King and Schneider 2009; Spears 2014). Although in 1947, Fort McClellan was deactivated, advocacy by the publisher of the Anniston Star, a retired army colonel with powerful government connections, led to the base being reopened as a National Guard training facility in 1950. With the Fort remaining active, the area continued to benefit from government employment opportunities through the Korean War and into the Cold War era (Spears 2014).

3.1.3 *Economic and Social Changes*

However, despite the success of the army base and its associated facilities, following World War II, Anniston would face significant challenges, as both economic and social changes began to come in force. As iron manufacturing went into decline, with plastic piping becoming a more popular replacement in the mid-twentieth century, the economy of the town shifted. From its previous focus on iron, Anniston became a central player in the production of chemicals and chemical companies became a driving force in the local economy. Swann Chemical Company was an early local business and produced toxic polychlorinated biphenyls (PCBs) during the 1920s. Monsanto Industrial Chemicals, which had been operating in Anniston since the 1920s, purchased the Swann Company in 1935 and furthered the chemical industry in the town (King and Schneider 2009). This industrial economy would eventually lead to larger environmental issues for the area (Spears 2014).

From the 1940s to the 1960s, the economy of the area, focused on chemical production and the army base and weapons plant, fostered commercial growth in downtown Anniston, as well as civic improvements, such as a rural electrification office for Alabama Power and multiple bus stations, as well as theaters, grocery stores, and other small scale shops (King and Schneider 2009).

In the midst of the mid-twentieth century economic changes, the Civil Rights movement was spreading throughout the country; by the 1960s, Anniston would be at the forefront of the struggle. During the early twentieth century,

the South had developed a segregated society, and black residents, forbidden from patronizing white businesses and using white amenities, began developing their own establishments. In Anniston, this manifested in the development of pockets of concentrated African American businesses, including the 100 block of West 10th Street and portions of West 15th Street. In 1942, the white population of Anniston was approximately double the African American population, but the black community had nine grocery stores, seven restaurants, two drug stores, two funeral homes, and numerous other businesses and services (King and Schneider 2009; Sprayberry 2003).

With World War II and Fort McClellan, there was an influx of army personnel, which included African Americans who had not been raised in the segregated South and who would not conform to the “traditional” values that Annistonians held in terms of race relations. The 1954 *Brown v. Board of Education* decision was resisted by those in power in Anniston and whites vehemently argued that blacks preferred segregated schools (King and Schneider 2009). The Supreme Court decision, however, galvanized black resistance to the status quo and resulted in increased membership in the National Association for the Advancement of Colored People (NAACP) and the beginnings of a resistance movement. In response, Anniston saw increased activity by the Ku Klux Klan, including a November 1954 meeting in Zinn Park, and the establishment of White Citizens’ Councils to offer formal resistance to desegregation (King and Schneider 2009; Anniston Star 13 November 1999).

The second half of the 1950s saw various Ku Klux Klan activities in and around Anniston, including the burning of crosses and large gatherings of Klan members held by Alabama Grand Wizard Kenneth Adams. Zinn Park was a popular spot for rallies, as it was near one of the concentrations of African American businesses along West 10th Street. In response, black residents began offering resistance to the crimes perpetrated upon their citizenry and the frustration at the lack of government response. In 1960, students from Talladega College marched to Anniston, in protest of an attack on one of their students and the release of his assailant without charges, meeting with local dentist and community leader Dr. Gordon Rodgers, Junior, and marching up Gurnee Street, past government buildings and the police station (King and Schneider 2009; Sprayberry 2003).

3.1.4 Freedom Riders

In December 1960, the Supreme Court ruled in *Boynton v. Virginia* for the desegregation of accommodations along interstate commerce lines. In response, the Congress for Racial Equality (CORE) sought to integrate waiting rooms and restrooms at bus stations throughout the south, hoping to spur federal involvement if they were arrested. In May 1961, an interracial group of Freedom Riders split into two groups and began making their way towards Birmingham, Alabama on one Greyhound bus and one Trailways bus. When the Greyhound bus entered the station in Anniston, it was met with significant resistance from white segregationists. One tire was slashed and the riders were chased out of town; when the bus was forced off the road outside of town by a blown tire, it was bombed with home-made bombs, quickly becoming engulfed in flames. Thirteen riders were taken to the Anniston Memorial Hospital and many others were offered temporary shelter and protection from the mob by nearby residents. The Trailways bus successfully left Anniston only to meet armed resistance in Birmingham (King and Schneider 2009; Noble 2003).

In response to the attack on the Freedom Riders, elite whites in Anniston decried the mob-like activities of the Klan, after years of silence on matters of race relations. The city government established a biracial committee, the Human Rights Council, to serve as the leadership for the town’s efforts to desegregate. Although attacks continued, including an attack on two ministers who were attempting to use the public library, President Kennedy applauded Anniston’s Human Rights Council and its efforts. By 1964, businesses on Noble Street were, for the most part, not desegregated and those that voluntarily did faced retaliation from Klan members; in 1965, after a Supreme Court ruling that all businesses that required interstate commerce to operate could not be segregated, three cafes and a service station in Anniston were ordered to desegregate. Even the schools, which were legally

desegregated more than a decade earlier, remained segregated into the mid-1960s, with only two percent of Anniston's public schools desegregated by 1966 (King and Schneider 2009; Sprayberry 2003).

The adoption of a new form of government in the late 1960s was an effort to foster change and ease racial tensions, but they remained through the 1970s (King and Schneider 2009). Downtown Anniston, along with the commercial and government buildings located there, was a major theater for the mid-twentieth century Civil Rights movement.

3.2 Previously Recorded Resources in the Vicinity of Project Area

Background information from AHC indicates that the three proposed building sites are located within the Downtown Anniston Historic District's expanded 2009 boundaries (Table 1). In 1991, the Anniston Historic District was nominated to the National Register of Historic Places (NRHP) under Criterion A, for its association with Community Planning and Development and Commerce, and under Criterion C for its architecture (Gates 1991). In 2007, a status report on Anniston's Historic Resources recommended that the 1991 NRHP nomination be updated and the boundaries of the district expanded to include properties that were not part of the original district, due to their age at the time of nomination (Schneider Historic Preservation LLC 2007). In 2008, three structures within the Downtown Anniston Historic District, referred to as the "Gateway to Anniston Buildings" were placed on the AHC and Alabama Trust for Historic Preservation's Alabama Places in Peril list (Betz 2008). In 2009, a boundary expansion for the district was listed in the NRHP (King and Schneider 2009), which expanded the district's period of significance and highlighted its role in the mid-twentieth century Civil Rights movement. In January 2017, a presidential executive order designated 1031 Gurnee Street, the former Greyhound Bus Depot, as the Freedom Riders National Monument, commemorating the site where a bus carrying Freedom Riders was attacked by a mob.

The 2009 expanded boundaries of the NRHP-listed Downtown Anniston Historic District coincide with the boundaries of the City of Anniston's locally designated Downtown Anniston Historic District. Although a historic preservation ordinance was adopted by the City of Anniston in 1991 and this ordinance established the City of Anniston Historic Preservation Commission (AHPC), there was no locally designated historic district or design review guidelines for the Downtown Anniston area until 2015 (PS King Associates 2015). The Downtown Anniston Historic District is subject to these design guidelines. The city of Anniston is designated as a Certified Local Government by the AHC and has the responsibility to review projects within the boundaries of the locally designated historic districts, including the Downtown Anniston Historic District.

Consultation with the Alabama Office of Archaeological Research (OAR) did not identify reported archaeological remains in the proposed building sites.

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Table 1. Summary of Resources and Potential Impacts

NRHP Map No. ¹	Description	Status	Potential Effects
6	22 W 10 th St., Killebrew Furniture Company, 2-story brick commercial building, 1954–1955	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
7	24 W 10 th St., 1-story brick commercial building, 1908	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
8	26 W 10 th Street, Hall Building Supply, 2-story brick commercial building, ca. 1920	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
9	28 W 10 th Street, 2-story brick commercial building, ca. 1935	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
10	33 W 10 th St., 1-story, Art Moderne former gas station, ca. 1935	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
11	101 W 10 th St., 2-story brick commercial building, ca. 1890	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
12	105 W 10 th St., 1-story brick commercial building, ca. 1890 (significantly altered)	Non-contributing	N/A
13	108 W 10 th St., Swift Packing Company, 1-story brick commercial building, 1905	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
14	109 W 10 th St., 2-story brick commercial building, ca. 1890	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
15	112 W 10 th Street, 2-story brick commercial building, ca. 1905	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
16	114 W 10 th Street, Poland Soap Works, Neoclassical, 2-story brick commercial building, ca. 1890	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
17	115 W 10 th St., 1-story brick commercial building, ca. 1930	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect

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NRHP Map No. ¹	Description	Status	Potential Effects
18	123 W. 10 th St., 2-story brick commercial building, ca. 1890 (significantly altered)	Non-contributing	N/A
19	124 W 10 th St., former Dr. Charles E. Thomas Drug Store, Neoclassical, 3-story brick commercial building, ca. 1895	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
20	125 W 10 th St., 1-story brick commercial building, 1943	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
21	131 W 10 th St., 1-story brick commercial building, former service station, ca. 1930	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
22	180 W 10 th St., Miller's Steel, 1-story metal industrial building, ca. 1935	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
24	201 W 10 th St., 1-story brick commercial building, ca. 1900	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
25	210 W 10 th St., Southern Freight Depot, 1-story brick building, ca. 1930	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
32	Calhoun County Courthouse, ca. 1900	Individually Listed; Contributing	Site 1: indirect effect (noise, traffic, vibration) Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
33	26-28 W 11 th St., 2-story brick commercial building, ca. 1920	Contributing	Site 1: indirect effect (noise, traffic, vibration) Site 2: no effect Site 3: no effect
34	30-34 W 11 th St., 1-story brick commercial building, ca. 1920	Contributing	Site 1: indirect effect (noise, traffic, vibration) Site 2: no effect Site 3: no effect
35	36 W 11 th St., 2-story brick commercial building, ca. 1890	Individually Listed; Contributing	Site 1: indirect effect (noise, traffic, vibration) Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
36	106 W 11 th St., 1-story brick commercial structure, ca. 1945 (significantly altered)	Non-contributing	N/A

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NRHP Map No. ¹	Description	Status	Potential Effects
37	110 W 11 th St., former Liberty Packard Company, 1-story concrete block commercial building with variegated brick façade, ca. 1935	Contributing	Site 1: indirect effects (noise, traffic, vibration) Site 2: direct effect (demolition) Site 3: no effect
38	120 W 11 th St., 1-story brick commercial building, 1942	Contributing	Site 1: indirect effects (noise, traffic, vibration) Site 2: direct effect (demolition) Site 3: no effect
39	124-126 W 11 th St., 1-story brick/concrete block commercial building, ca. 1940	Contributing	Site 1: indirect effects (noise, traffic, vibration) Site 2: direct effect (demolition) Site 3: no effect
40	128 W 11 th St., 1-story concrete block commercial building, 1942	Contributing	Site 1: indirect effects (noise, traffic, vibration) Site 2: direct effect (demolition) Site 3: no effect
41	131 W 11 th St., former Water Works and Sewer Authority Building, 1-story concrete municipal building, ca. 1960/1972	Non-contributing	N/A
42	134-136 W 11 th St., 1-story brick commercial buildings, 1942	Contributing	Site 1: indirect effects (noise, traffic, vibration) Site 2: direct effect (demolition) Site 3: no effect
50	113 W 12 th St., 1-story concrete block garage, ca. 1945	No Longer Extant	N/A
60	122 W 13 th St., 1-story concrete block commercial building, ca. 1928	No Longer Extant	N/A
61	126-130 W 13 th St., Anniston City Land Company Building, Neoclassical 3-story brick commercial building, 1890	No Longer Extant	N/A
62	129 W 13 th St., Old Scout Hut, 1-story brick building, ca. 1920	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
63	200-204 W 13 th St., 1-story brick commercial building, ca. 1938	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
64	206 W 13 th St., 1-story brick commercial building, ca. 1915	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)

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NRHP Map No. ¹	Description	Status	Potential Effects
65	208 W 13 th St., 1-story brick commercial building, ca. 1935	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
66	214 W 13 th St., 1-story brick commercial building, ca. 1935	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
67	217 W 13 th St., Anniston Water Works and Sewer Board building, 1-story brick veneer municipal building, ca. 1955	Contributing	Site 1: no effect Site 2: no effect Site 3: direct effect (demolition)
68	218 W 13 th St., Ritz Rooming House building, Neoclassical 2-story brick commercial building, ca. 1895	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
70	Zinn Park	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
71	210 W 14 th St., 1-story concrete block commercial building, ca. 1950	No Longer Extant	N/A
72	230 W 14 th St., Acme Weaving Mills, brick industrial complex, 1930	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
73	231 W 14 th St., 1-story concrete block warehouse building, ca. 1945	Contributing	Site 1: no effect Site 2: no effect Site 3: direct effect (demolition)
78	1005-1007 Gurnee Ave., 1-story, concrete block commercial building, 1947	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
79	1008 Gurnee Ave., 2-story brick commercial building, 1908	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
80	1009-1015 Gurnee Ave., 1-story, concrete block commercial building, 1947	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
81	1010 Gurnee Ave., 1-story brick commercial building, ca. 1920	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect

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NRHP Map No. ¹	Description	Status	Potential Effects
82	1016 Gurnee Ave., 1-story brick commercial building, 1936	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
83	Rear 1016 Gurnee Ave., 1-story concrete block garage, ca. 1942	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
84	1025-1029 Gurnee Ave., 1-story brick commercial building, 1947	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
85	126-130 Gurnee Avenue, Medders Grocery/Downing's Store, 1-story brick commercial building, ca. 1918-1925	Contributing	Site 1: indirect effects (noise, traffic, vibration) Site 2: direct effect (demolition) Site 3: no effect
86	1031 Gurnee Ave., former Greyhound Bus Depot, 1-story brick commercial building, ca. 1957	National Monument; Contributing	Site 1: indirect effects (noise, traffic, vibration) Site 2: indirect effects (noise, traffic, vibration) Site 3: no effect
87	1120 Gurnee Ave., Calhoun County Public Health Center Building, 1 and 2-story frame and brick veneer building, 1946	Contributing	Site 1: direct effects (demolition) Site 2: indirect effects (noise, traffic, vibration) Site 3: no effect
88	1128 Gurnee Avenue, USO Club/City Hall, 1 and 2-story brick building, 194	Contributing	Site 1: direct effects (demolition) Site 2: indirect effects (noise, traffic, vibration) Site 3: no effect
89	1200 Gurnee Avenue, former Police Department, 3-story brick veneer building, ca. 1955	No Longer Extant	N/A
95	1008 Moore Ave., 1-story commercial/industrial building, ca. 1945 (significantly altered)	Non-Contributing	N/A
96	1010 Moore Ave., 1-story commercial/industrial building, ca. 1945 (significantly altered)	Non-Contributing	N/A
97	1011 Moore Ave., 1-story concrete block commercial building, ca. 1945	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
98	1014 Moore Ave., 1-story brick veneer commercial building, ca. 1935	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect

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NRHP Map No. ¹	Description	Status	Potential Effects
99	1020 Moore Ave., 1-story brick garage building, ca. 1950	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
100	1026 Moore Ave., 1 and 2-story brick commercial building	Contributing	Site 1: indirect effect (noise, traffic, vibration) Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
101	1108 Moore Ave., 1-story brick commercial building, ca. 1920 (significantly altered)	Non-Contributing	N/A
102	1112-1116 Moore Ave., 1-story brick commercial building, ca. 1920 (significantly altered)	Non-Contributing	N/A
103	1201 Moore Ave., 1-story concrete block warehouse, ca. 1950	No Longer Extant	N/A
104	1220-1222 Moore Ave., 1-story brick commercial building, ca. 1945	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
105	1224 Moor Ave., 1-story concrete block commercial building, ca. 1945	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
192	1200 Walnut Av., L&N Freight House, 1 and 2-story brick warehouse building, 1889	Individually Listed; Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
193	W of intersection of W 13 th St. and Walnut Ave., Iron Trolley Bumper, former Union Depot site, ca. 1900	Contributing	Site 1: no effect Site 2: no effect Site 3: direct (demolition) or indirect effects (noise, traffic, vibration)
194	1316 Walnut Ave., 1-story concrete block commercial building with brick veneer, 1959	Contributing	Site 1: no effect Site 2: no effect Site 3: direct effect (demolition)
195	1318 Walnut Ave., 1-story concrete block commercial building, ca. 1940 (significantly altered)	Non-Contributing	N/A

4.0 METHODS

This section describes the methods employed to conduct the background research and fieldwork, and interpret the results. The fieldwork portion of this study included an archaeological assessment and a revisit of previously documented architectural resources.

4.1 Background Research Methods

Background research included a review of documentation provided by GSA, and communication with staff at the Alabama Historical Commission and The Alabama Office of Archaeological Research (OAR), which maintains the State Site File, and the transcript from the public meeting conducted in Anniston on December 21, 2016, correspondence received from project stakeholders. Because the three proposed sites for this project are located within an existing NRHP-listed and locally designated historic district, which has been extensively researched, additional primary historical research was not conducted as part of this project. However, Sanborn Fire Insurance maps and historic aerial photographs were consulted to identify structures and changes within the proposed APE for the project during the period of significance for the Downtown Anniston Historic District (Appendix A).

4.2 Archaeological Field Methods

Aaron Brummitt, RPA conducted the archaeological assessment. The archaeological assessment consisted of a review of the information acquired during the background research (described in Section 3.2 above) and a pedestrian reconnaissance of the three proposed building sites. The goal was to identify locations that have the potential to contain previously unrecorded archaeological deposits that may be significant and eligible for inclusion in the NRHP.

While it is possible that construction debris, building foundations, and perhaps other archaeological deposits such as wells or privies could remain under the hardscaped surfaces, demolition activities necessary to identify such deposits was beyond the scope of this assessment. As such, this study did not include subsurface archaeological investigation efforts. As no artifacts were collected laboratory analysis and curation of artifacts was not necessary.

4.3 Architectural Field Methods

An architectural survey was conducted in January 2017 on each of the three proposed building sites and the APE for both direct and indirect effects for each (Figures 1.3–1.8). Since the three sites are located within an existing National Register listed historic district, no effort was made to identify previously unrecorded historic structures in the project areas or APEs. Photographs of the structures on each block, as well as views of the surrounding resources within the APE, were taken, to assess the potential for each project area to have an adverse effect on resources contributing to the Downtown Anniston Historic District and individually listed structures within the district.

4.4 National Register Eligibility Assessment

For a property to be considered eligible for the NRHP it must retain integrity of location, design, setting, materials, workmanship, feeling, and association (National Register Bulletin 15:2). In addition, properties must meet one or more of the criteria below:

- ◆ Criterion A: are associated with events that have made a significant contribution to the broad patterns of our history; or
- ◆ Criterion B: are associated with the lives of persons significant in our past; or

- ◆ Criterion C: embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- ◆ Criterion D: have yielded or may be likely to yield information important in history or prehistory.

The most frequently used criterion for assessing the significance of an archaeological site is Criterion D, although other criteria were considered where appropriate. A commonly used standard to determine a site's research potential is based on a number of physical characteristics including variety, quantity, integrity, clarity, and environmental context (Glassow 1977). Aboveground resources can be considered significant and eligible for inclusion under any of the above criteria, and are often evaluated under multiple criteria.

5.0 RESULTS

This chapter describes the results of our background research and field investigation.

5.1 Background Research

The history of Anniston, with a focus on the downtown area, has been well documented through a number of reports and written histories. A summary of this information is provided in Chapter 2.0 Historic Context, presented above. S&ME staff communicated with the Alabama Historical Commission to acquire the most recent NRHP nomination form for the Downtown Anniston Historic District. Consultation with the OAR did not identify reported archaeological remains in the proposed building sites. S&ME was also provided the transcript from the public meeting conducted in Anniston on December 21, 2016, as well as correspondence received from project stakeholders. This information was reviewed and considered as part of this study.

Sanborn Fire Insurance maps and historic aerial photographs were examined to identify changes within the APE that occurred during the period of significance of the Downtown Anniston Historic District (Appendix A).

5.1.1 Site 1 (Block 148)

The earliest Sanborn Fire Insurance map depicting Block 148 was drawn in 1885; it shows the northern portion of West 11th Street, between Gurnee and Moore avenues, which is the southern portion of this block. In both 1885 and 1888, this is the only portion of Block 148 drawn and on both maps there are three two-story residences (604, 605, and 606 West 11th Street) located on the eastern half of this portion of the block. The 1890 Sanborn map depicts the entirety of Block 148. On the southeast portion of the block are three two-story residences, presumably the same three shown on earlier maps, with addresses 103, 107, and 113 West 11th Street; there is an alleyway running east-west through the center of the block, connecting Gurnee and Moore avenues, and there are two outbuildings, 103 ½ and 103 ¾ West 11th Street, located south of this alleyway and another, unlabeled outbuilding, is located behind 113 West 11th Street. At the northwest corner of the block was a single story, L-shaped car shed for the Anniston Street Railway. By 1895, the outbuilding behind 113 West 11th Street is no longer shown, but the rest of the block remained the same as five years earlier. In 1900, the three residences along the southeastern portion of the block remained, with only one outbuilding shown behind 103 West 11th Street, and the L-shaped car shed was along the northwestern corner of the block, but was vacant; two small, one-story storage buildings were shown along the central portion of the northern face of the block. By 1905, the two storage buildings were no longer extant and the L-shaped structure was being used as a cotton warehouse; the three residences along the southeastern portion of the block remained. In 1910, the three houses remained, although the outbuilding behind 105 West 11th Street (formerly 103) was identified as the “ruins of a shed”, but the L-shaped building had been demolished; a “Feed and Sale” stable, with rear “Hitching Shed” had been constructed along the center portion of the northern edge of the block, at 112 West 12th Street. In 1917, the three dwellings remained, but the stable building was now utilized by the Chero-Cola Bottling Company; in 1925, the bottling company had constructed a small auxiliary building to the east of the main bottling building, but otherwise the composition of the block remained the same.

The major change to Block 148 occurred between 1925 and 1949, when the late-nineteenth century residences and the early-twentieth century industrial structure were demolished and new, municipal buildings were constructed; the northeast corner of the block held the new City Auditorium building (current City Hall building) and the southeast corner held the Public Health Center; an aerial photograph from the same year also shows these two structures at their current locations. By 1961, an aerial photograph shows that the Anniston Water Works building had been constructed at the southwestern corner of the block and parking lots had been paved on the

interior of the block and north of the Water Works building; the 1967 Sanborn map and a 1969 aerial photograph also depict this. Aerial photographs between 1972 and 2011 show little change to the structures on block 148 from this period.

5.1.2 Site 2 (Block 149)

Maps for 1885 through 1890

The earliest Sanborn Fire Insurance map depicting Block 149 was drawn in 1885; it shows the majority of the block, although the western edge, the portion of Moore Street between West 10th and 11th streets, was not drawn. In 1885, there were five structures located along the southern edge of the block, along West 10th Street. From west to east, they were: a three-story structure, with semi-detached kitchen, used by the Parker Hotel, with a billiards room on the first floor (501 West 10th Street); a two-story “News and Fancy” store that shared a party wall with the Parker Hotel (502 West 10th Street); a two-story drugstore, with a one-story attached restaurant, which had offices and sleeping rooms on its second story (507 West 10th Street); a two-story structure that was vacant on the first story and had a printing business on the second story (509 West 10th Street); and a two-story grocery, which shared a party wall with the vacant structure to the west, with a paint shop on the second story. The 1888 Sanborn map depicts the entirety of Block 149, although the majority of the structures were located along West 10th Street. There was a one-story wagon shop and livery at the northwestern corner of the block; Along the southern edge, the five structures depicted in 1885 remained, although the Parker Hotel had expanded to encompass three structures (501-502 West 10th Street), its original building and the one to the east, as well as a new three story building to the west; the lower stories of the western structure held a grocer and barber, while the lower story of the eastern building housed a second hand furniture shop. To the east of the Parker Hotel, two new structures were under construction: a two-story building, which would house a Gentleman’s store, adjacent to the furniture shop (503 West 10th Street) and a three-story store that would share a stairwell with the building to the west (504 West 10th Street). A second blockface of buildings, along the eastern half of the block, included the two two-story buildings on the corner, which now contained a dry good store and grocer, as well as lodging on the upper story (509 and 510 West 10th Street), and the two-story drug store (507 West 10th Street); between the two older structures, a single story building, holding a dry good store and a tin shop (508 West 10th Street) had been built, as well as two one-story structures to the west of the drug store, which held a shooting gallery (506 West 10th Street) and a dry goods store (505 West 10th Street). Between the two blockface sections were two small, one-story structures that held a clothing store and a confectioner.

By 1890, the buildings had been renumbered and the southern edge of the block was one complete commercial blockface. A new pair of structures, two-story along the front and one-story at the rear, with a central stair, was located at the southwestern corner and housed a billiards room and cigar shop (131 West 10th Street) and a furniture store (129 West 10th Street). The Parker House Hotel included the two three-story and one two-story structures at 123-125-127 West 10th Street, built in the 1880s. The two- and three-story structures that had been under construction two years earlier had been completed and housed a boot and shoe store and a furniture store (121 and 119 West 10th Street); to the east, three new buildings, one two-story and two one-story had been constructed and housed a restaurant, auction house, and cigar house (117, 115, and 113 West 10th Street). The one-story structure that had been the western end of the eastern blockface two years earlier was vacant on one half and held a clothing store on the other half (111 and 109 ½ West 10th Street), while the two-story former drug-store contained a restaurant (103 West 10th Street). The one-story building, constructed between 1885 and 1888, contained a cigar store and a clothing store (107 and 105 West 10th Street), and the pair of two-story structures on the southeast corner of the block held a cigar store and a dry goods store (103 and 101 West 10th Street). A blacksmith shop was located at the center of the block, behind 119-121 West 10th Street.

Maps for 1895 through 2011

In 1895, the structures on Block 149 are much the same as they were five years earlier, although many of them were listed as vacant; the blacksmith shop remains near the center of the block. By 1900, the blacksmith shop had expanded and also included a wood shop. The commercial building along the southern portion of the block had undergone some minor changes, with three storefronts added along Moore Avenue to the two-story building at the southwest corner of the block, 131 West 10th Street, and a third story added to 121 West 10th Street; only a few of the structures were vacant at the time and many were classified as dry goods or grocery stores. By 1905, the Arlington Hotel was occupying the former location of the Parker Hotel (125-127 West 10th Street) and a shed had been added behind 109-111 West 10th Street, but the remainder of the block experienced no documented changes from five years previous. In 1910, the first structure, a single story building, appears along Gurnee Avenue; located at 1010 Gurnee Avenue, it was the location of the Coca Cola Bottling Works. Otherwise, the structures on Block 149 remained the same as in 1900, although there were again a large number of vacancies in the commercial buildings. Few changes occurred to the block between 1910 and 1917, although the building at 129 West 10th Street was divided into two storefronts and the Arlington Hotel became the Moore's Hotel; additionally, a one-story automobile dealership with a concrete floor was added along the north side of the Coca Cola Bottling Company building. In 1925, the block was much the same as it had been eight years earlier; the automobile dealership had expanded and there was a hitching post near the northwest corner of the block.

However, a major change to Block 149 occurred between 1925 and 1949, with changes to the commercial block along West 10th Street and the build of commercial structures along other portions of the block. Along West 10th Street, the pair of structures at the southwest corner had been replaced by a new filling station and the former hotel building to the east had been demolished and replaced with a one-story automobile sales and service center; the two-story structure adjacent to the hotel, as well as the two three-story buildings to the east (123, 121, and 119 West 10th Street), all from the 1880s, remained, although they had been divided into a number of smaller storefronts. The next four structures (117, 115, 113, and 111 West 10th Street), built around 1890, remained as well, but had been expanded and converted for automobile repairs and related services; the remaining structures along the block (109, 107, 105, 103, and 101 West 10th Street) remained the same. However, the central and northern portions of the block had undergone significant change over the preceding 24 years. A large, one-story structure, divided into four sections, dominated the western portion of the center of the block, while one-story automobile repair and machine shops were located in the central portion of the block; along Gurnee Avenue, three one-story and one two-story commercial building had been built. Along the northern portion of the block, a tire sales, machine shop, and automobile parts building had been constructed along the western portion of the block (136, 134, 126, 124 West 11th Street). A one-story building housing a print shop was located at 120 West 11th Street, along with a small one-story storefront to the east; on the other side of an empty lot, a one-story automobile dealer and small woodworking shop had been built at 110, 108, and 106 West 11th Street. At the northeast corner of the block, a one-story structure with four storefronts, fronting on Gurnee Avenue, had been constructed (1026, 1028, 1030, 1032 Gurnee Avenue). This configuration of structures is also visible on a 1949 aerial photograph. The 1967 Sanborn map, as well as 1961 and 1969 aerial photographs show that the block changed little over the next two decades. Based on aerial photographs, the built environment of the block changed little between 1972 and 2011.

5.1.3 Site 3 (Block 151/159)

The earliest Sanborn Fire Insurance map depicting Block 151/159 was drawn in 1888, but only small portions of the block and no structures are shown until 1905. In 1905, the only structure located on Block 151/159 was the Union Depot, west of the intersection of West 13th Street and Walnut Avenue, along the railroad tracks; the Union Depot was a large brick structure with a central ticket office. The Union Depot was the only structure within the boundary

of Block 151/159 and remained unchanged until the 1925 Sanborn map, when a one-story American Express building, at the northeast corner of the depot building, and another smaller detached express building located north of the depot, were shown; also in 1925, the land west of Walnut Street, between West 13th and 14th streets was labeled as a park. In 1949, the Depot remained extant and there were two new structures within the boundaries of the block: at the northeast corner of Walnut Avenue and West 14th Street was a large, single-story structure used for wholesale produce (228-230 West 14th Street) and a one-story curb market located between Walnut and Moore Avenues. This situation was also shown on a 1949 aerial photograph. By 1967, in addition to the depot, produce building, and curb market, there were four additional structures within the boundaries of the block: a one-story vocational rehabilitations center along the southern edge of Block 151 (217 West 13th Street), a one story commercial building along the west side of Walnut Avenue (1316 Walnut Avenue), a one-story contractors' warehouse located adjacent to the commercial building (1318 Walnut Avenue), and a single story, private garage at the northwest corner of West 14th Street and Walnut Avenue. Based on aerial photographs the commercial building and contractors' warehouse, along Walnut Street, and the portion of the vocational rehabilitation center along Walnut Street, had been built by 1961, while the private garage and the portion of the rehabilitation center along West 13th Street, were built between 1961 and 1967. Between 1969 and 2011, the area changed little, although sometime between 1981 and 1985, the curb market was demolished and replaced by a covered parking area, the private garage was replaced with a newer building, and the Union Depot building was expanded, although this expansion was demolished between 1992 and 1997.

5.2 Archaeological Assessment

The majority of the three proposed building sites is either the location of a standing structure, or covered in a hardscaped surface. The ground disturbance associated with building construction or the installation of paved surfaces likely would have disturbed archaeological deposits in these locations, if present.

Sites 1 and 2 have been heavily impacted by the construction of former and extant buildings. These blocks are currently covered with structures and hardscaped surfaces, with some graveled and grassy surfaces in the interior.

Part of the western portion of Site 3 (Block 151/159) is currently covered with grass (Figure 1.2). This area was likely graded and subject to other ground disturbance associated with the past installation of the railroad track. The remaining portion of Site 3 appears to have been impacted by the construction of roads and buildings.

Given that the majority of the buildings in each block were constructed with concrete floors, the site preparation and construction activities associated with the late nineteenth and twentieth century development of downtown Anniston likely displaced archaeological deposits associated with earlier occupations, if present. It is possible that construction debris, building foundations, and perhaps other archaeological deposits such as wells or privies could remain under the hardscaped surfaces, demolition activities necessary to identify such deposits was beyond the scope of this assessment. If present, these deposits could add to the significance of the Downtown Anniston Historic District. We recommend that the project design include efforts to identify and evaluate resources once a building site is selected while existing structures and hardscaped surfaces are removed.

5.3 Historic Architecture Survey

Site visits to the three proposed building sites were made to determine which structures within the NRHP-listed Downtown Anniston Historic District's expanded 2009 boundaries might be affected by the proposed construction of a new United States Courthouse (Figure 4.1). The Downtown Anniston Historic District is comprised of the city of Anniston's central business district and commercial core, with a period of significance from 1883–1965, and consist primarily of one, two, and three-story commercial structures and interspaced municipal structures, which were

part of the everyday lives of the citizens of Anniston. In addition to the significance of the district as part of the planned development of Anniston, it has a strong historic association with the civil rights movement in the 1950s and 1960s. Although most of the original businesses or entities that were located in the structures are no longer in operation, the area retains the character which these businesses established. The structures are generally in use for the same purpose as they were originally constructed, with commercial structures remaining commercial, industrial structures remaining industrial, and municipal structures remaining municipal, or in sympathetic adaptive uses. The physical integrity of the structures and the streetscapes of the district is highly intact and the Downtown Anniston Historic District evokes the feeling of a downtown area that it had throughout its period of significance. For this project, each proposed building site was assessed separately and photographs were taken of the buildings located within each site and of structures on adjacent blocks.

5.3.1 Site 1 (Block 148)

Site 1 (Block 148) is bounded by West 12th Street to the north, Gurnee Avenue to the east, West 11th Street to the south, and Moore Avenue to the west (Figure 1.3). The block contains four parcels, which total approximately 4.43 acres. Currently, the site contains three structures that are primarily surrounded by paved parking lots, which account for more than half of the open space on the block. On the south side of the block, along West 11th Street, parking lots surrounded by chain link fencing front the central portion of the block; an unfenced parking lot takes up the entire northwestern corner of the block. Along Gurnee Avenue, on the eastern side of the block is manicured lawn and planted vegetation, associated with the two structures located there; along the northeastern corner of the block are mature trees, evenly planted around the associated building. The block was located outside of the original boundaries of the Downtown Anniston Historic District, but is within the 2009 expanded boundaries. Site 1 contains three existing structures, two of which are contributing resources to the Downtown Anniston Historic District (Figure 4.1).

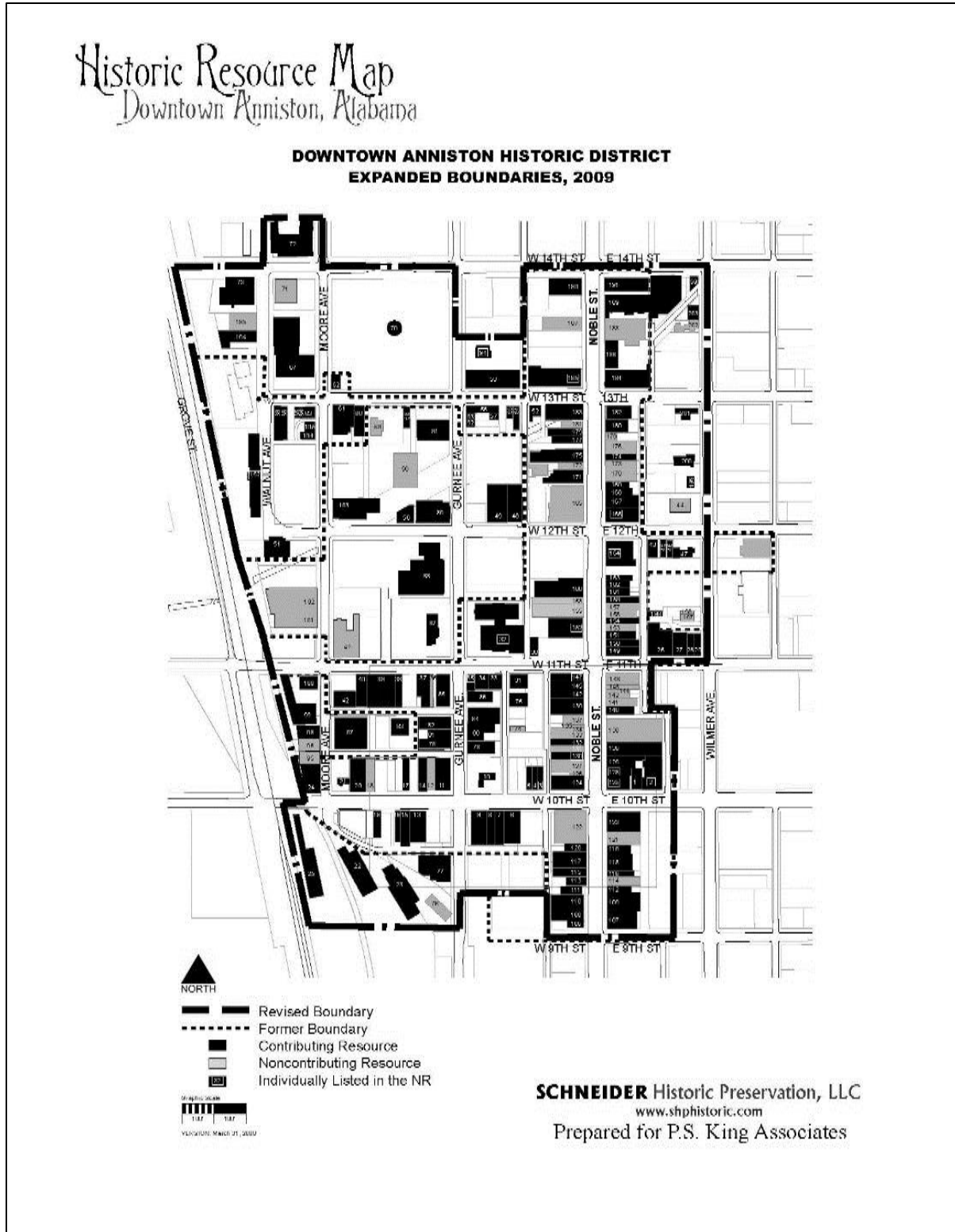


Figure 4.1. Map of Downtown Anniston Historic District and resources.

Site Structures

Structure 87, the Calhoun County Public Health Center building, is 1120 Gurnee Avenue, located on the northwest corner of Gurnee Avenue and West 11th Street; it is on the southeast corner of Block 148. The structure, which was built in 1946, is of frame construction with brick veneer walls (Figures 4.2 and 4.3). The building has a side gabled roofline and the front elevation, facing Gurnee Avenue, has a two-story block to the north and a one-story block to the south. The entryway is roughly centered, near the intersection of the two building blocks, and features a double glass door set into a tiled entry bay, that is shaded by a shed-roofed porch that is an extension of the main roofline of the single story building. The window openings on the first story are a ribbon of louvered vents, while the upper story has a glass block window above the door and a ribbon of ten casement windows to the north. The building was built as the city's Public Health building and was used as a Calhoun County Courthouse Annex in the early 2000s. It is a contributing resource to the Downtown Anniston Historic District.

Structure 88, the USO Club/City Hall, is located at 1128 Gurnee Avenue, on the southwest corner of Gurnee Avenue and West 12th Street; it is at the northeast corner of Block 148. The structure was built around 1942, as a United Services Organization (USO) recreation building and is an irregularly shaped building, with one- and two-story blocks; the main two-story block has a front gabled roof, but the gable is set back and the façade presents as a flat-roofed structure, which continues to the adjoining blocks (Figures 4.4 and 4.5). The yellow brick structure has its main entrance on the east elevation, along Gurnee Avenue, in a large, two-story block; the entrance is glass doors inset beneath the upper elevation, with curved walls on either side. Aluminum replacement windows, with concrete sills, flank the central bay on both the first and second stories. An additional, single door, entry is located to the north, within a corbelled entryway that is inset into the building. The south corners of the two-story block are curved and have glass block windows. A single story block, with single and double aluminum replacement windows and an entryway on the north elevation, is attached to the northern portion of the two-story block. The building also has a basement level. The structure was utilized by the USO and known as the USO Club, before being repurposed for City Hall in 1949 (Anniston Star 3 January 1949); the building is a contributing resource to the Downtown Anniston Historic District. The Anniston City Hall building is also part of the Anniston Civil Rights Civil Rights Trail, which was established in 2016 by the City of Anniston Historic Trails Program. The City Hall building was the location of the Human Rights Council, established by the City Commission in May 1963; this bi-racial commission was charged with making "recommendations concerning human relations" and was praised by President John F. Kennedy. An interpretive plaque about the Council is located in front of the City Hall building, along the west side of Gurnee Street.

Structure 41 is located on the northeast corner of West 11th Avenue and Moore Avenue; it is located on the southwest corner of Block 148. The building is the former Water Works and Sewer Authority building; it is a single story, flat roofed, concrete structure, with an inset entry on the south elevation (Figure 4.6). The Water and Sewer Authority ceased use of the structure in 2010 and it is currently owned by the city and in use by a local theater group. The building is identified in the 2009 Downtown Anniston Historic District boundary expansion National Register Nomination as being built around 1985, however tax records indicate a construction date of 1972 and the structure appears on a 1961 aerial photograph; it is a non-contributing resource within the Downtown Anniston Historic District.

Surrounding Structures

On the blocks surrounding Site 1 (Block 148) are 13 structures which contribute to the Downtown Anniston Historic District, two of which are individually listed in the NRHP, three non-contributing structures, and one modern (non-contributing) structure (Figures 1.3 and 4.1).

The southern side of West 11th Street, between Moore and Gurnee avenues, is a historic commercial block with single story, brick structures (Figure 4.7). Of the seven structures along the block, six are considered contributing structures to the Downtown Anniston Historic District. The contributing structures along this portion of West 11th Street are: 110 West 11th Street (37), a circa 1935 variegated brick, one-story commercial building; 120 West 11th Street (38), a circa 1942 brick, one-story commercial structure; 124-126 West 11th Street (39), a circa 1940 one-story commercial structure that is half brick (east section) and half concrete block (west section); 128 West 11th Street (40), a circa 1942, one-story, concrete block commercial structure; 134-136 West 11th Street (42), a circa 1942 brick, one-story commercial structure that is set back from the street front; and 1026-1030 Gurnee Avenue (85), a circa 1918–1925 brick, one-story commercial building. Four of these structures (38, 39, 40, and 42) share party walls and are currently used as part of the Anniston Auto Parts Company. Structure 36, 106 West 11th Street, is a single story, brick commercial structure that was built around 1945 but has a modernized storefront; it is the lone non-contributing structure along this section of the block. There is also an empty lot between 110 and 120 West 11th Street.

To the southeast of Site 1 (Block 148) is another historic commercial block, featuring one- and two-story structures with historic storefronts (Figure 4.8). The three buildings on the southeast corner of West 11th Street and Gurnee Avenue are all contributing resources to the Downtown Anniston Historic District. They are: 26-28 West 11th Street (33), a two-story brick commercial building that dates to around 1920; 30-34 West 11th Street (34), a circa 1920, single story brick commercial building; and 36 West 11th Street (35), a two-story brick commercial structure, with original segmental-arched windows, which dates to 1890 and is individually listed in the NRHP.

Approximately 100 feet south of the intersection of West 11th Street and Gurnee Avenue is Structure 86. Structure 86 is 1031 Gurnee Avenue, the former Greyhound Bus Depot; it is a circa 1957 one-story brick commercial building, with original aluminum bus canopy along the south elevation (Figure 4.9). In May 1961, an interracial group of Freedom Riders split into two groups and began making their way towards Birmingham, Alabama on one Greyhound bus and one Trailways bus. When the Greyhound bus entered the station in Anniston, it was met with significant resistance from white segregationists. In addition to being a contributing structure to the Downtown Anniston Historic District, in January 2017 the former bus station was declared a National Monument by an Executive Order, commemorating the 1961 attack of a bus containing Freedom Riders, protesting segregation laws on interstate transportation, by a group of white segregationists.

To the east of Site 1 is Structure 32, the Calhoun County Courthouse; the courthouse is a contributing structure to the Downtown Anniston Historic District and it is individually listed in the NRHP. The courthouse, which was built around 1900, is a two-story brick and stone Renaissance Revival structure (Figure 4.10). To the northeast of Site 1 (Block 148) is an empty parcel and two structures that contribute to the Downtown Anniston Historic District (Figure 4.11). Structure 48, located at 19 West 12th Street, is the Crescent Stages Bus Terminal, which dates to around 1930, and is a one-story, brick commercial structure with a flat roof and parapet; Structure 49, the Adams-McCargo Motor Company building, located at 21 West 12th Street, is also a single story, brick commercial structure with a flat roof and parapet.

To the north of Site 1 (Block 148) there were formerly three contributing structures to the Downtown Anniston Historic District: 113 West 12th Street (50), a single story, concrete block garage that was built around 1945; 1200 Gurnee Avenue (89), the Police Department, which was built around 1955 and is a three-story, brick veneer structure and had strong associations with Civil Rights struggles in the 1960s; and 1201 Moore Avenue (103), a circa 1950, one-story, concrete block warehouse structure, with gabled roof. However, these structures were demolished for the 2013 construction of the Justin Sollohub Justice Center (Figure 4.12)

To the west of Site 1 are two structures that are non-contributing resources to the Downtown Anniston Historic District. Structures 101 and 102, 1108 and 1112-1116 Moore Avenue, are both single-story, brick commercial buildings that have been significantly altered from their original 1920s appearance (Figure 4.13).

Effects on Historic Resources

The construction of a new United States Courthouse on Site 1 (Block 148) has the potential to have both direct and indirect effects on historic resources listed in the NRHP. The construction of the courthouse on this site will involve direct effects to two contributing structures (87 and 88), which would be demolished for the new building. Additionally, the proposed courthouse construction on Site 1 would alter the viewshed of the contributing properties on the north side of West 11th Street and the surrounding blocks; the new structure would have a different configuration than the current streetscape of the block, as it will be a single large building in contrast to three smaller structures. The requirements for the new proposed courthouse are to provide 65,000 square feet of space, including 13 parking spots; currently the three standing buildings comprise just over 41,000 square feet of space. Changes to the streetscapes of the surrounding blocks would constitute an adverse effect to the structures on those blocks that contribute to the historic district. Construction activities at the site could introduce a temporary adverse effect of additional noise, vibration, and heavy equipment traffic to this commercial section of the Downtown Anniston Historic District.

Based on the proximity of Site 1 to the Freedom Riders National Monument, the construction of the proposed courthouse has the potential to cause an adverse effect to the former Greyhound Bus Depot. The effects to the station would be the same as those on the neighboring block, along West 11th Street, including traffic, noise, and vibration from construction, as well as changes to the viewshed and surrounding environs of the Bus Depot; however, the national significance of the Greyhound Bus Depot as a National Monument magnifies these potential adverse effects on the structure. The historic associations of the Bus Station are intimately tied to the historic setting, including the adjoining streetscapes, which conveys the commercial character of the area from the 1960s; currently, the blocks surrounding the Greyhound Bus Depot retain the feeling of a small-scale commercial section of Anniston, but the demolition of two contributing municipal structures on the City Hall block would eliminate the integrity of setting and feeling associated with the monument. The importance of the integrity of setting for the structure is conveyed in a 2016 Historic Structures Report that states: "The building also retains integrity of setting, as the adjacent streetscape that formed the backdrop for the event and is significant to its understanding, is largely intact" (City of Anniston et al. 2016). Retaining this physical setting is crucial for the Greyhound Bus Depot to accurately convey the events that occurred in May 1961. The Alabama Historical Commission echoes this sentiment, indicating that "the demolition of two period structures present during the time of the Freedom Riders events in Anniston would have a substantial adverse visual effect on the monument, affecting the integrity of setting and feeling" (AHC to GHA, letter 17 April 2017).



Figure 4.2. View of the southeast corner of West 11th Street and Gurnee Avenue, facing west.



Figure 4.3. View along Gurnee Avenue from the corner of West 11th Street, facing north.



Figure 4.4. View of USO Club/City Hall, 1128 Gurnee Avenue, facing northwest.



Figure 4.5. View of the northeast corner of West 12th Street and Gurnee Avenue, facing southwest.



Figure 4.6. View of former Water Works and Sewer building, 131 West 11th Street, facing north.



Figure 4.7. View along 100 block of West 11th Street, facing southeast.



Figure 4.8. View of the southeast corner of West 11th Street and Gurnee Avenue, facing south.



Figure 4.9. View of the former Greyhound Bus Depot, 1031 Gurnee Avenue, facing east.



Figure 4.10. View of the Calhoun County Courthouse, facing southeast.



Figure 4.11. View of northeast corner of West 12th Street and Gurnee Avenue, facing east.



Figure 4.12. View of the Justin Sollohub Justice Center, rear elevation, facing north.



Figure 4.13. View along Moore Avenue, facing south, showing Structures 101 and 102. Site 2 (Block 149)

5.3.2 Site 2 (Block 149)

Site 2 (Block 149) is bounded by West 11th Street to the north, Gurnee Avenue to the east, West 10th Street to the south, and Moore Avenue to the west (Figure 1.4). The block contains 20 parcels, which total approximately 4.04 acres. Site 2 consists primarily of commercial structures, with only three lots that are not developed; some of the parcels contain multiple buildings that share party walls. This block is divided into three sections by two parallel alleys that run east-west through the block; they are connected by a short north-south running alley in the western portion of the center section. The northern portion of the block, along West 11th Street, has a single grass-covered empty lot, enclosed with a chain link and barbed wire fence, which is used for large vehicle parking. The central section of the block has a single empty lot, overgrowth with vegetation and enclosed with a chain link and barbed wire fence. The southern portion of the block, along West 10th Street, has a single empty lot, covered in grass which is enclosed by a chain link and barbed wire fence. The remainder of the open space on this block is paved for parking and is located on the northwest and southwest corners, as well as a small portion adjacent to 115 West 10th Street, along the southern portion of the block. The majority of the block was located within of the original boundaries of the Downtown Anniston Historic District, and the entire block is within the 2009 expanded boundaries. Site 2 contains 19 existing structures, 16 of which are contributing resources to the Downtown Anniston Historic District.

Site Structures – Northern Portion

The southern side of West 11th Street, between Moore and Gurnee avenues, which makes up the northern portion of Site 2 (Block 149), is a historic commercial block consisting of single story storefronts. Of the seven structures along the block, six are considered contributing structures to the Downtown Anniston Historic District. Four of these structures (38 39, 40, and 42) share party walls and are currently used as part of the Anniston Auto Parts Company; they encompass 120–136 West 11th Street and were constructed in multiple stages from around 1940 through 1942 (Figures 4.14 and 4.15). Structure 38, located at 120 West 11th Street is a one-story commercial structure; it is constructed of brick and has a stepped parapet, central doorway with transom, and two single-pane, plate windows, with transoms. Structure 39, located at 124-126 West 11th Street, is one-story commercial structure; the eastern half of the structure is brick and the western half is concrete block. The brick section has a flat roof and appears to have originally held three storefronts, based on the three sets of windows; each window bay includes a large display window and a smaller window with a transom above, but differences in brick below these windows indicates that they were originally door openings. The concrete section of the building has a small stepped parapet along the roof; the central doorway, located beneath an awning, is flanked by double windows, each made up of 30 panes. Structure 40, located at 128 West 11th Street, is a one-story, concrete block structure with a flat roof; it has two distinct sections. The eastern section has a single door and a pair of large windows, each with 16 panes; the western section has a double door, with transom and side lights, and a single 16 pane window. Structure 42, located at 134-136 West 11th Street (42), is a one-story, brick structure that is set back from the street front and is connected to the front portion of Structure 40 by a flat-roofed overhang, supported by metal posts; it has two garage bays and four large windows, each with a transom.

Site Structures – Northeast Corner

On the northeast corner of Block 149 are three structures that are not part of the Anniston Auto Parts Company, but are within the boundaries for Site 2. Two of these structures are contributing resources to the Downtown Anniston Historic District and one is a non-contributing resource. Structure 37, 110 West 11th Street, is a circa 1935 concrete block, one-story commercial building, formerly the location of the Liberty Packard Company. The structure has an asymmetrical, brick veneer façade with a small, stepped central parapet (Figure 4.16). The double entry door is inset into the front elevation, with steps of variegated brickwork; to the west is a single garage-door

bay and to the east is a large display window, with three-light transom, and another single entry door. The openings on the front elevation, as well as the edges of the building and trim band at the roof have decorative variegated yellow and red brickwork. Structure 85, 1026-1030 Gurnee Avenue, is a circa 1918–1925 brick, one-story commercial building that is divided into four units (Figure 4.17). The structure is known as the Medders Grocery/Downing's Store building. The northern portion of the building was constructed first, in 1918, and is of American Common brick bond, with seven rows of stretchers between rows of headers; it has a central double glass doorway, with large single transom, flanked by a large display window, with a double-pane transom, on either side. The remaining three bays are identical to each other and are separated by brick piers. Each has an inset storefront, with four display windows above a short brick wall; above each storefront are eleven-pane transom windows. The wall between the transom windows and the roof bears ghost signs from original businesses located in the building. The entire structure has a flat roof, which steps downward from the front elevation and is covered with metal roofing. Structure 36 is a circa 1945, single story brick building that has a significantly altered façade, with single pane display windows, single pane transoms, and modern brick veneer (Figure 4.16).

Site Structures – Central Portion

The central portion of Block 149, between the two alleyways which run east-west and trisect the block, consists of five structures, which all contribute to the Downtown Anniston Historic District; three of these structures are located along Gurnee Avenue, one is located along Moore Avenue, and one is located near the center of the block. Structure 79, located at 1008 Gurnee Avenue, is a two-story, brick commercial building that was built in 1908 (Figure 4.18). It has segmental arched windows and decorative corbelled beltcourses and piers, which rise above the flat parapet roof. Structure 81, located at 1010 Gurnee Avenue, is a single story, brick structure built around 1920; it has similar beltcourses to Structure 79 and originally had segmental arched windows as well, although these have been altered since 2009. Structure 82, located at 1016 Gurnee Avenue, is a three-bay, one-story brick structure that was built in 1936; the central entryway is beneath a raised parapet with decorative brickwork (Figure 4.19). Above the double entry door is a large section of glass block and the door is flanked by a tall glass block window and multi-pane windows on either side. Structure 83 is a single story, concrete block garage located to the rear of 1016 Gurnee Avenue; it was constructed around 1942 and has a gabled roof and central garage door, with metal windows on either side (Figure 4.20). Structure 97, located at 1011 Moore Avenue, is a circa 1945, concrete block, one-story structure (Figure 4.21). The building has a gabled roof, hidden behind a stepped parapet front façade, and has glass block windows along its front elevation.

Site Structures – Southern Section

The southern section of Block 149, located north of West 10th Street, between Moore and Gurnee avenues, is also a commercial block, consisting of one- and two-story structures, along with a number of empty lots. It contains seven structures, five of which are contributing resources to the Downtown Anniston Historic District. Structure 11, is a two-story, brick building that dates to around 1890; the front elevation, along 10th street, has a modern metal covering, but the eastern elevation, along Gurnee Street, displays the original brick, with inset pilasters and segmental arched window openings that have been infilled (Figure 4.22). Structure 14, located at 109 West 10th Street, dates to around 1890 and is a two-story brick structure with a stucco covering over the façade; the upper story windows have been boarded over but retain their original stone hood moldings (Figure 4.23). Structure 17, 115 West 10th Street, is a single story, brick structure that has a flat roof, behind a flat parapet façade, and two garage bays; it was built around 1930. Structure 20, 125 West 10th Street, is a single story, brick structure that dates to 1943; its façade has been altered and contains a garage door bay and two single doors, with a ribbon of windows, while transoms over the doors and windows have been infilled with metal siding (Figure 4.24). Structure 21, 131 West 10th Street, is a single story, brick building that was built around 1930 and was formerly a service station; its façade is chamfered to face the corner of the block and it has decorative corbelling along the eave and

building edges. Structure 12, 105 West 10th Street, is a one-story brick building, dating to 1890, that has a significantly altered façade with a sheet metal covering; it is non-contributing to the Downtown Anniston Historic District. Structure 18, 123 West 10th Street, is a two-story, brick building that dates to around 1890, whose façade has been altered by enclosure of the lower bays and installation of modern windows; it is non-contributing to the Downtown Anniston Historic District. Between 115 and 123 West 10th Street is a large empty lot and parking lot; a smaller empty lot is located between 109 and 115 West 10th Street.

Overall, Block 149 retains its historic character as a small-scale commercial section of downtown Anniston, with a main period of significance of the early to mid-twentieth century. Although the buildings are in various states of repair, and some have been allowed to deteriorate, they retain their integrity of location, setting, design, materials, workmanship, feeling, and association. Some loss of historic fabric to modern renovations does not detract from the block's ability to convey the feeling of an early to mid-twentieth century commercial streetscape.

Surrounding Structures to the north and east

On the blocks surrounding Site 2 (Block 149) are 22 structures which contribute to the Downtown Anniston Historic District, two of which are individually listed in the NRHP, and three non-contributing structures. Additionally, the Freedom Riders National Monument, designated in 2017, is on an adjacent block to Site 2.

To the north of Site 2 (Block 149) is the location of Site 1 (Block 148). It contains Structures 41, 87, and 88, as discussed above (see section 5.2.1). To the northeast of Site 2 (Block 149) is Structure 32, the Calhoun County Courthouse; the courthouse is a contributing structure to the Downtown Anniston Historic District and it is individually listed in the NRHP. The courthouse, which was built around 1900, is a two-story brick and stone Renaissance Revival structure (Figure 4.10 and 4.25).

To the east of Site 2 (Block 149) is a historic commercial block, featuring one- and two-story structures with historic storefronts. There are six structures along the eastern side of Gurnee Avenue, between West 10th Street and West 11th Street, all of which contribute to the Downtown Anniston Historic District. Structure 10, 33 West 10th Street, is a circa 1935 Art Moderne style former gas station building (Figure 4.26). Structure 35, 36 West 11th Street, is a two-story brick commercial structure, with original segmental-arched windows, which dates to 1890 and is individually listed in the NRHP (Figure 4.8). Structure 78, 1005-1007 Gurnee Avenue, is a one story, concrete block structure built in 1947; it has a central door, with transom, large plate glass windows, and a stepped parapet (Figure 4.27). Structure 80, 1009-1015 Gurnee Street, is a one-story, concrete block structure with a flat parapet roof, which hold two storefronts, that dates to 1947. Structure 84, 1025-1029 Gurnee Avenue, is a 1947 one-story brick building with a stepped parapet, and two storefronts each with multi-pane windows.

Approximately 100 feet south of the intersection of West 11th Street and Gurnee Avenue is Structure 86. Structure 86 is 1031 Gurnee Avenue, the former Greyhound Bus Depot; it is a circa 1957 one-story brick commercial building, with original aluminum bus canopy along the south elevation (Figure 4.9). In May 1961, an interracial group of Freedom Riders split into two groups and began making their way towards Birmingham, Alabama on one Greyhound bus and one Trailways bus. When the Greyhound bus entered the station in Anniston, it was met with significant resistance from white segregationists. In addition to being a contributing structure to the Downtown Anniston Historic District, in January 2017 the former bus station was declared a National Monument by an Executive Order, commemorating the 1961 attack of a bus containing Freedom Riders, protesting segregation laws on interstate transportation, by a group of white segregationists.

To the southeast of Site 2 (Block 149), at the southeast corner of the intersection of West 10th Street and Gurnee Avenue, is a block of four one- and two-story commercial structures. Structures 6, 7, 8, and 9 are contributing

resources to the Downtown Anniston Historic District (Figure 4.28). Structure 6, 22 West 10th Street, is the Killebrew Furniture Company building; it is a two-story brick structure that was built in 1954-1955 with a central entry and large display windows. Structure 7, 24 West 10th Street, is a single story, brick structure; the original two storefronts have been enclosed to be two single doors, with no windows, but the decorative brickwork parapet remains. Structure 8, 26 West 10th Street, the Hall Building Supply building, is a circa 1920 two-story brick building; it has a central doorway flanked by plate windows with transoms, and two multi-pane metal windows on the upper story. Structure 9, 28 West 10th Street, is a two-story brick structure built around 1935; it has a central garage door bay flanked by two storefronts, with a single door and two multi-pane windows on either side.

Surrounding Structures to the south and west

South of Site 2 (Block 149), is a block of commercial structures and empty lots along the southern side of West 10th Street, between Moore and Gurnee Avenues. The four structures along this portion of the block are contributing to the Downtown Anniston Historic District (Figures 4.29 and 4.30). Structure 13, 108 West 10th Street, is the Swift Packing Company building, a one story, brick structure built in 1905. Half of the façade is garage-style loading doors and the other half has a doorway with transom and three-over-one ribbon windows; the building has decorative brickwork and a raked and stepped parapet. Structure 15, 112 West 10th Street, is a two-story brick building built around 1905; it has an original metal storefront, with a door, plate glass display windows, and a transom, and upper story Prairie-style, double hung windows. Structure 16, 114 West 10th Street, the Poland Soap Works, is a two-story, Neoclassical brick structure, built around 1890; it has an original cast iron storefront, brick pilasters, and decorative brickwork along the upper parapet. Structure 19, 124 West 10th Street, is the former Dr. Charles E. Thomas Drug Store, a three-story, Neoclassical brick building constructed around 1895; it has the original cast iron storefront and segmental arched windows on the upper stories. In addition to its architecture, the building is significant as being the location of the largest African-American owned drug store in the United States in the early twentieth century, with the upper stories serving as a hotel for black travelers.

Southwest of Site 2 (Block 149) are two structures that contribute to the Downtown Anniston Historic District (Figure 4.31). Structure 22, 180 West 10th Street, is set back front West 10th Street, along an extension of Moore Avenue that forms a driveway and parking lot. The structure, which is now the home of Miller's Steel, is a single story, metal industrial mill building that was built around 1935; it has a gabled roof and small, gabled front extension that forms an entry and reception area. Structure 25, 210 West 10th Street, is the Southern Freight Depot, which was built around 1930. It is a single story, rectangular brick building with a flat roof, multiple loading bays, a recessed entrance in the eastern façade, and ribbons of single pane windows; a metal awning extends northward from the structure.

To the west of Site 2 is the western side of Moore Avenue, between West 10th and West 11th streets; this portion of the block consists of six structures, four of which are contributing resources to the Downtown Anniston Historic District (Figures 4.32, 4.33, and 4.34). Structure 24, 201 West 10th Street, is a single story, brick structure with a double storefront, built around 1900; the building has corbelled bricks in a dentiled design and a truncated corner that continues the façade design. Structure 98, 1014 Moore Avenue, is a single story, brick veneer commercial building that was built around 1935; the façade has a central garage door that is flanked by infilled window openings. Structure 99, 1020 Moore Avenue, is a single story, circa 1950, brick garage that has an L-shaped plan; it has a central garage bay, flanked by multi-pane windows, and was built around 1950. Structure 100, 1026 Moore Avenue, is a circa 1950 structure with a single story block to the east and a two-story block to the west; the eastern elevation has a full metal and glass window display, that has been covered with plywood, and the entire structure has a flat roof. Structure 95, 1008 Moore Avenue, and Structure 96, 1010 Moore Avenue, are both single story commercial/industrial buildings that have been significantly altered by the addition of modern coverings on the front elevation and infill of original openings.

Effects on Historic Resources

The construction of a new United States Courthouse on Site 2 (Block 149) has the potential to have both direct and indirect effects on historic resources listed in the NRHP. The construction of the courthouse on this site will involve direct effects to 14 contributing structures (11, 14, 17, 20, 21, 38, 39, 40, 42, 79, 81, 82, 83, and 97), which would be demolished for the new building. Additionally, the proposed courthouse construction on Site 2 has the potential to adversely affect the viewshed of the contributing properties on the surrounding blocks, as the new structure will be larger and have much different massing than the commercial block it would replace; replacing a number of smaller commercial structures with one large courthouse building would significantly alter the character of the block and compromise the integrity of feeling for surrounding properties. Construction activities at the site could introduce a temporary adverse effect of additional noise, vibration, and heavy equipment traffic to this commercial section of the Downtown Anniston Historic District.

Based on the proximity of Site 2 to the Freedom Riders National Monument, the construction of the proposed courthouse has the potential to cause an adverse effect to the former Greyhound Bus Depot. The effects to the station would be the same as those on the neighboring blocks, along West 11th Street, including traffic, noise, and vibration from construction, as well as the change to the landscape surrounding the station; however, the national significance of the Freedom Riders National Monument magnifies these adverse effects on the Greyhound Bus Depot property (86). The historic associations of the Bus Station are intimately tied to the historic setting, including the adjoining streetscapes, which conveys the commercial character of the area from the 1960s; currently, the blocks surrounding the Greyhound Bus Depot retain the feeling of a small-scale commercial section of Anniston, but the demolition of an entire block of contributing commercial structures would eliminate the integrity of setting and feeling associated with the monument. The importance of the integrity of setting for the structure is conveyed in a 2016 Historic Structures Report that states: “The building also retains integrity of setting, as the adjacent streetscape that formed the backdrop for the event and is significant to its understanding, is largely intact” (City of Anniston et al. 2016). Retaining this physical setting is crucial for the Greyhound Bus Depot to accurately convey the events that occurred in May 1961. In a letter dated January 26, 2017, the Regional Director of the National Park Service suggested that of the three proposed building sites, Site 2 (Block 149) would be the least appropriate, as the demolition of the historic small-scale commercial structures on that block would adversely affect the ability of the Monument to “convey its historic associations” and damage its “integrity of setting” (Austin to Desai, letter 26 January 2017). The Alabama Historical Commission also believes that the construction of a new courthouse on Block 149 “would completely alter and destroy the integrity of setting and feeling of the district and certainly the Freedom Riders National Monument” (AHC to GSA, letter 17 April 2017).



Figure 4.14. View of Structures 38, 39, and 40, facing southeast.



Figure 4.15. View of Structure 42, facing south.



Figure 4.16. View of Structures 36 and 37, facing south.



Figure 4.17. View of Structure 85, facing southwest.

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Figure 4.18. View of Structures 79 and 81, facing west.



Figure 4.19. View of Structure 82, facing southwest.



Figure 4.20. View of Structure 83, facing north.



Figure 4.21. View of Structure 97, facing southeast.



Figure 4.22. View of Structure 11, facing west.



Figure 4.23. View of Structures 14 and 17, facing northwest.



Figure 4.24. View of Structures 20 and 21, facing north.



Figure 4.25. View of Structure 32, the Calhoun County Courthouse, facing northeast from the western portion of Site 2 (Block 149).



Figure 4.26. View of Structure 10, facing northeast.



Figure 4.27. View of the west side of Gurnee Avenue, between West 10th Street and West 11th Street, facing north.



Figure 4.28. View of intersection of Gurnee Avenue and West 10th Street, facing south.



Figure 4.29. View of Structures 13, 15, and 16, facing southeast.



Figure 4.30. View of Structure 19, facing south.



Figure 4.31. View of Structures 22 and 25, facing southwest.



Figure 4.32. View of west side of Moore Avenue, between West 10th Street and West 11th Street, facing north.



Figure 4.33. View of west side of Moore Avenue, between West 10th Street and West 11th Street, facing southwest.



Figure 4.34. View of Structures 99 and 100, facing northwest.

5.3.3 Site 3 (Blocks 151/159)

Site 3 (Blocks 151/159) is bounded by West 14th Street to the north, Moore Avenue to the east, West 13th Street and private property to the south, and Grove Street and the former railroad right-of-way to the west (Figures 1.5 and 1.8). The block contains seven parcels, which total approximately 3.93 acres. The eastern portion of Site 3 is made up of Block 151, east of Walnut Avenue, which consists primarily of paved parking space, with a single building along the southern portion. Outside the boundary of the paved lot, which is surrounded by a chain link fence, as well as surrounding the building, is lawn space. The western portion of the lot is primarily open space, with structures along Walnut Avenue in the northern portion of Block 159; the northwestern portion of the block, along West 14th Street and the former railroad right-of-way, is an unpaved open parcel that is covered with gravel and grass. The southern portion of this block is made up of a portion of the former Union Depot property; the structure on this property was destroyed by fire in 2009 and the lot is currently overgrown and surrounded by a chain link and barbed wire fence. The block was located outside of the original boundaries of the Downtown Anniston Historic District, but is within the 2009 expanded boundaries (Figure 4.1). Site 3 contains five existing structures, three of which are contributing resources to the Downtown Anniston Historic District.

Site Structures

Structure 67 is located at 217 West 13th Street, on the northwest corner of Moore Avenue and West 13th Street; it is on the southeast corner of Site 3. The structure is the current Anniston Water Works and Sewer Board building (Figures 4.35 and 4.36). It is a single story, brick veneer building with a flat roof, which was built around 1955. The south elevation of the structure features a recessed entry door, within an aluminum storefront that is faced with stone; there is a ribbon of horizontally oriented double one-over-one aluminum windows, with a cast concrete surround, to the east of the entrance. Along the west elevation there is a double metal entry door and a loading dock door, as well as two-pane sliding windows with cast concrete surrounds; there is an inset entry along the east

elevation and the building connects to brick piers that frame the metal fence around the parking lot. A gabled concrete block parking shelter with a metal roof is attached to the northwest corner of the structure. The building is a contributing resource to the Downtown Anniston Historic District.

Structure 73, is located at 231 West 14th Street, on the southwest corner of Walnut Avenue and West 14th Street; it is in the center of the northern portion of Site 3. The structure, which was built around 1945, is a single story, concrete block warehouse building, with its front elevation along West 14th Street (Figure 4.37). The façade, which has a stepped parapet, has a central entryway, flanked by a single window on either side; the western side of the front elevation has two garage-style loading bays and the eastern side has a single garage-style loading bay and two single window openings, which have been enclosed. Along the eastern elevation, six former window openings are visible, but they have been enclosed. A small extension along the western elevation has another garage-style loading bay. It is a contributing resource to the Downtown Anniston Historic District.

Structure 194 is located at 1316 Walnut Avenue, in the central portion of Site 3, to the west of Walnut Avenue. The building is a single story, concrete block commercial structure with a brick veneer façade that was built in 1959; the front elevation, which has a flat overhang of the main roof, has two entrances, roughly centered, each with a single pane window next to it (Figure 4.38). It is a contributing resource to the Downtown Anniston Historic District.

Structure 71 is depicted on the Downtown Anniston Historic District map as located at 210 West 14th Street, on the southeast corner of West 14th Avenue and Walnut Avenue; it is located on the northern portion of Site 3. The building, which is shown as non-contributing on the map, but is described as a contributing concrete block commercial building, built around 1950, in the nomination text, is no longer extant (Figure 4.39). Structure 195 is located at 1318 Walnut Avenue, in the central portion of Site 3, west of Walnut Avenue. The building is a single story, concrete block, flat roofed structure that was built around 1940; the façade has brick veneer and has been significantly altered since its original construction, making it a non-contributing resource to the Downtown Anniston Historic District.

Surrounding Structures

On the blocks surrounding Site 3 (Blocks 151/159) are 12 resources which contribute to the Downtown Anniston Historic District, one of which is individually listed in the NRHP, and one modern (non-contributing) structure.

To the north of Site 3, at 230 West 14th Street, on the north corner of West 14th Street and Moore Avenue, is Structure 72. Structure 72, the Acme Weaving Mills, was constructed in 1930 and is an industrial complex made up of a number of attached structures (Figures 4.40 and 4.41). The central core is a single story, brick building with a low-pitched, side gabled roof; the off-center entry door is flanked by multi-pane metal industrial windows, four to the west and two to the east. A front gabled, rectangular brick building is attached to the western side of the main block; it has a double entry door, the remains of an awning, boarded over windows on the west elevation, and wooden shingles in its gable end. The eastern block is a low-pitched front gabled section with inset pilasters, boarded over segmental arched windows, and a garage-style loading bay. It is a contributing property to the Downtown Anniston Historic District.

To the east of Site 3 is Zinn Park, which encompasses the majority of the block bounded by West 14th Street, Gurnee Avenue, West 13th Street, and Moore Avenue. Zinn Park is a large open space, with large planted trees, sidewalks, and a playground (Figure 4.42). There is a modern pavilion in the center of the park and a modern restroom structure along Moore Avenue (Figure 4.43). At 129 West 13th Street, the northeast corner of West 13th Street and Moore Avenue is Structure 62; it is the Old Scout Hut. The Old Scout Hut was constructed around 1920

and is a single story, brick building with a steeply pitched hip roof (Figure 4.44). The façade of the building faces the park and its three central bays are doorways, with ten-pane transoms, and the two flanking bays contain nine-over-six, double hung sash windows; the north, west, and south elevations have single and paired nine-over-nine double hung sash windows. Structure 62 served as the Choccolocco Boy Scout Headquarters from 1920 through the early 1970s; it was used by Project Producing Ambitious Youth from 1971 through 1996. Both Zinn Park and the Old Scout Hut contribute to the Downtown Anniston Historic District.

To the southeast of Site 3 there were formerly two contributing structures to the Downtown Anniston Historic District: 122 West 13 Street (60), a single story, concrete block commercial structure, with a brick façade, built around 1928 and 126-130 West 13th Street (61), the Anniston City Land Company Building, which was built in 1890 and was a three-story, Neoclassical brick and stone building. However, these structures were demolished for the 2013 construction of the Justin Sollohub Justice Center (Figure 4.45)

To the south of the eastern portion of Site 3 is a small-scale commercial block, located at the southwest corner of West 13th Street and Moore Avenue. The seven structures along this portion of the block are contributing resources to the Downtown Anniston Historic District (Figures 4.46, 4.47, and 4.48). Structure 63, 200-204 West 13th Street, is a single story, brick building built around 1938; it contains three storefronts, each with an entry door and large windows, which have been boarded over. Structure 64, 206 West 13th Street, is a single story brick building, built around 1915, with its original storefront, which has been boarded over. Structure 65, 208 West 13th Street, is a circa 1935, one-story brick building with a central doorway, flanked by large, single pane windows, with transoms. Structure 66, which is separated from Structure 65 by an empty lot, is located at 214 West 13th Street; it is a one-story, circa 1935 brick building with a stepped parapet and boarded over storefront. Structure 68, 218 West 13th Street, is the Ritz Rooming House building; it was built around 1895 and is a two-story, Neoclassical brick building, with an iron storefront, brick corbelling, and parapet. Structure 104, 1220-1222 Moore Avenue, is a circa 1945 brick commercial structure; the single story building has a central doorway and flanking storefront windows, which have been boarded over, and a decorative brick band above them. Structure 105, 1224 Moore Avenue, is a one-story, concrete block structure that was built around 1945; the building is a double storefront, with a brick façade that has a symmetrical set of doorways, flanked by windows, which have both been boarded over.

Resource 193, is an iron trolley bumper (Figure 4.49), located on the property of the former Union Depot site, which was a contributing structure to the 1991 Downtown Anniston Historic District, but which was destroyed by fire in 2009. The iron trolley bumper is associated with the city's street railway system and is considered a contributing resource to the Downtown Anniston Historic District.

To the south of the western portion of Site 3, separated by the vacant lot that formerly held the Union Depot, is Structure 192. Structure 192, the L&N Freight House, is located at 1200 Walnut Avenue and was constructed in 1889. The Freight House is a one and two-story brick warehouse building with a hipped roof on the two-story section and a gabled roof on the one-story section; is a contributing structure to the Downtown Anniston Historic District and it is individually listed in the NRHP as part of the Union Depot (no longer extant) nomination.

To the west, northwest, and northeast of Site 3 are blocks that are outside of the boundaries of the Downtown Anniston Historic District (Figures 4.50 and 4.51). There are no additional historic structures located in these locations that are listed in or eligible for the NRHP.

Effects on Historic Resources

The construction of a new United States Courthouse on Site 3 (Block 151/159) has the potential to have both direct and indirect effects on historic resources listed in the NRHP. The construction of the courthouse on this site will

involve direct effects to three contributing structures (67, 73, and 194), which would be demolished for the new building. It also has the potential to directly impact Resource 193, the Trolley Bumper, which is located on the west side of Walnut Avenue, directly across from the center of the West 13th Street. Although preliminary site boundaries show the new courthouse site as ending at the northern edge of West 13th Street, which would leave the Trolley Bumper outside of the boundaries of the site, the bumper is a small object that has the potential to be damaged by construction equipment operating nearby if it is not protected during construction.

Additionally, the proposed courthouse construction on Site 3 has the potential to adversely affect the viewshed of the contributing properties on the north side of West 13th Street, to the south, as well as Zinn Park and the Old Scout Hut, to the east, as the new structure will be larger than the two structures it will replace. Construction activities at the site could introduce a temporary adverse effect of additional noise, vibration, and heavy equipment traffic to this section of the Downtown Anniston Historic District. However, this northeastern corner of the Downtown Anniston Historic District has already lost portions of its historic fabric, with the demolition of Resources 60 and 61, as well as five other contributing structures, on the block bounded by West 13th Street, Gurnee Avenue, West 12th Street, and Moore Avenue, to the southeast of Site 3, for the construction of a new Justice Center in 2013, as well as with the destruction of the Union Depot, west of Walnut Avenue, via fire in 2009.



Figure 4.35. View of Structure 67, facing northwest.



Figure 4.36. View of Structure 67, facing northeast.



Figure 4.37. View of Structure 73, facing southwest.



Figure 4.38. View of Structures 194 and 195, facing southwest.



Figure 4.39. View of the location of Structure 71, facing southeast.



Figure 4.40. View of western half of Structure 72, facing northwest.



Figure 4.41. View of eastern half of Structure 72, facing northeast.



Figure 4.42. View of western portion of Zinn Park, facing northwest.



Figure 4.43. View of modern pavilion in Zinn Park, facing north.



Figure 4.44. View of Structure 62, facing west.



Figure 4.45. View of the location of Structures 60 and 61, facing south.



Figure 4.46. View of Structures 63, 65, and 63, facing southeast.



Figure 4.47. View of the location of Structures 66 and 68, facing south.



Figure 4.48. View of Structures 104 and 105, facing southwest.



Figure 4.49. Resource 193, iron trolley bumper, facing northwest.



Figure 4.50. View front northwest corner of Site 3, facing southwest.



Figure 4.51. View from northwestern corner of Site 3, facing north.

6.0 CONCLUSIONS AND RECOMMENDATIONS

6.1 Project Background

On behalf of OBG and the GSA, S&ME, has completed a Cultural Resources Assessment (CRA) for three proposed building sites for a proposed United States Federal Courthouse in Anniston, Alabama (Figures 1.1 and 1.2). The three proposed building sites, each approximately four acres and located within the Urban Core of Anniston, Alabama, were chosen from a list of eight potential sites considered by the GSA, which began its site investigation in April 2016. The specific sites are: Site 1 (Block 148), bounded by 12th Street, Gurnee Avenue, 11th Street, and Moore Avenue; Site 2 (Block 149), bounded by 11th Street, Gurnee Avenue, 10th Street, and Moore Avenue; and Site 3 (Block 151/159), bounded by West 14th Street, Moore Avenue, 13th Street, and Grove Avenue. The proposed courthouse will be approximately 63,000 gross square feet and will include 13 secure parking spots. Given the urban setting of the three proposed building sites, the Area of Potential Effects for each is characterized as the building footprint/boundaries of the block for direct effect and the boundaries of adjacent blocks for indirect effects (Figures 1.3–1.8)

Background information from AHC indicates that the three proposed building sites are located within the Downtown Anniston Historic District's expanded 2009 boundaries (Table 2). In 1991, the Anniston Historic District was nominated to the National Register of Historic Places (NRHP) under Criterion A, for its association with Community Planning and Development and Commerce, and under Criterion C for its architecture (Gates 1991). In 2007, a status report on Anniston's Historic Resources recommended that the 1991 NRHP nomination be updated and the boundaries of the district expanded to include properties that were not part of the original district, due to their age at the time of nomination (Schneider Historic Preservation LLC 2007). In 2008, three structures within the Downtown Anniston Historic District, referred to as the "Gateway to Anniston Buildings" were placed on the AHC and Alabama Trust for Historic Preservation's Alabama Places in Peril list (Betz 2008). In 2009, a boundary expansion for the district was listed in the NRHP (King and Schneider 2009). In January 2017, a presidential executive order designated 1031 Gurnee Street, the former Greyhound Bus Depot, as the Freedom Riders National Monument, commemorating the site where a bus carrying Freedom Riders was attacked by a mob.

Additionally, the 2009 expanded boundaries of the NRHP-listed Downtown Anniston Historic District coincide with the boundaries of the City of Anniston's locally designated Downtown Anniston Historic District. Although a historic preservation ordinance was adopted by the City of Anniston in 1991 and this ordinance established the City of Anniston Historic Preservation Commission (AHPC), there was no locally designated historic district or design review guidelines for the Downtown Anniston area until 2015 (PS King Associates 2015). The Downtown Anniston Historic District is subject to these design guidelines. The city of Anniston is designated as a Certified Local Government by the AHC and have the responsibility to review projects within the boundaries of the locally designated historic districts, including the Downtown Anniston Historic District.

Fieldwork for the project was conducted on January 5 and 6, 2017. This work included a site visit to each of the proposed building locations. Each location was photographed, as were the surrounding structures and landscapes, to assess the potential effects construction at each site might have on significant cultural resources.

Given that the majority of the buildings in each block were constructed with concrete floors, the site preparation and construction activities associated with the late nineteenth and twentieth century development of downtown Anniston likely displaced archaeological deposits associated with earlier occupations, if present. It is possible that construction debris, building foundations, and perhaps other archaeological deposits such as wells or privies could remain under the hardscaped surfaces, demolition activities necessary to identify such deposits was beyond the

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scope of this assessment. If present, these deposits could add to the significance of the Downtown Anniston Historic District. We recommend that the project design include efforts to identify and evaluate archaeological resources once a building site is selected while existing structures and hardscaped surfaces are removed.

Table 2. Summary of Resources and Potential Impacts

NRHP Map No.	Description	Status	Potential Effects
6	22 W 10 th St., Killebrew Furniture Company, 2-story brick commercial building, 1954–1955	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
7	24 W 10 th St., 1-story brick commercial building, 1908	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
8	26 W 10 th Street, Hall Building Supply, 2-story brick commercial building, ca. 1920	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
9	28 W 10 th Street, 2-story brick commercial building, ca. 1935	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
10	33 W 10 th St., 1-story, Art Moderne former gas station, ca. 1935	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
11	101 W 10 th St., 2-story brick commercial building, ca. 1890	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
12	105 W 10 th St., 1-story brick commercial building, ca. 1890 (significantly altered)	Non-contributing	N/A
13	108 W 10 th St., Swift Packing Company, 1-story brick commercial building, 1905	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
14	109 W 10 th St., 2-story brick commercial building, ca. 1890	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
15	112 W 10 th Street, 2-story brick commercial building, ca. 1905	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
16	114 W 10 th Street, Poland Soap Works, Neoclassical, 2-story brick commercial building, ca. 1890	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect

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NRHP Map No.	Description	Status	Potential Effects
17	115 W 10 th St., 1-story brick commercial building, ca. 1930	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
18	123 W. 10 th St., 2-story brick commercial building, ca. 1890 (significantly altered)	Non-contributing	N/A
19	124 W 10 th St., former Dr. Charles E. Thomas Drug Store, Neoclassical, 3-story brick commercial building, ca. 1895	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
20	125 W 10 th St., 1-story brick commercial building, 1943	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
21	131 W 10 th St., 1-story brick commercial building, former service station, ca. 1930	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
22	180 W 10 th St., Miller's Steel, 1-story metal industrial building, ca. 1935	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
24	201 W 10 th St., 1-story brick commercial building, ca. 1900	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
25	210 W 10 th St., Southern Freight Depot, 1-story brick building, ca. 1930	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
32	Calhoun County Courthouse, ca. 1900	Individually Listed; Contributing	Site 1: indirect effect (noise, traffic, vibration) Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
33	26-28 W 11 th St., 2-story brick commercial building, ca. 1920	Contributing	Site 1: indirect effect (noise, traffic, vibration) Site 2: no effect Site 3: no effect
34	30-34 W 11 th St., 1-story brick commercial building, ca. 1920	Contributing	Site 1: indirect effect (noise, traffic, vibration) Site 2: no effect Site 3: no effect
35	36 W 11 th St., 2-story brick commercial building, ca. 1890	Individually Listed; Contributing	Site 1: indirect effect (noise, traffic, vibration) Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect

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NRHP Map No.	Description	Status	Potential Effects
36	106 W 11 th St., 1-story brick commercial structure, ca. 1945 (significantly altered)	Non-contributing	N/A
37	110 W 11 th St., former Liberty Packard Company, 1-story concrete block commercial building with variegated brick façade, ca. 1935	Contributing	Site 1: indirect effects (noise, traffic, vibration) Site 2: direct effect (demolition) Site 3: no effect
38	120 W 11 th St., 1-story brick commercial building, 1942	Contributing	Site 1: indirect effects (noise, traffic, vibration) Site 2: direct effect (demolition) Site 3: no effect
39	124-126 W 11 th St., 1-story brick/concrete block commercial building, ca. 1940	Contributing	Site 1: indirect effects (noise, traffic, vibration) Site 2: direct effect (demolition) Site 3: no effect
40	128 W 11 th St., 1-story concrete block commercial building, 1942	Contributing	Site 1: indirect effects (noise, traffic, vibration) Site 2: direct effect (demolition) Site 3: no effect
41	131 W 11 th St., former Water Works and Sewer Authority Building, 1-story concrete municipal building, ca. 1960/1972	Non-contributing	N/A
42	134-136 W 11 th St., 1-story brick commercial buildings, 1942	Contributing	Site 1: indirect effects (noise, traffic, vibration) Site 2: direct effect (demolition) Site 3: no effect
50	113 W 12 th St., 1-story concrete block garage, ca. 1945	No Longer Extant	N/A
60	122 W 13 th St., 1-story concrete block commercial building, ca. 1928	No Longer Extant	N/A
61	126-130 W 13 th St., Anniston City Land Company Building, Neoclassical 3-story brick commercial building, 1890	No Longer Extant	N/A
62	129 W 13 th St., Old Scout Hut, 1-story brick building, ca. 1920	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
63	200-204 W 13 th St., 1-story brick commercial building, ca. 1938	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)

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NRHP Map No.	Description	Status	Potential Effects
64	206 W 13 th St., 1-story brick commercial building, ca. 1915	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
65	208 W 13 th St., 1-story brick commercial building, ca. 1935	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
66	214 W 13 th St., 1-story brick commercial building, ca. 1935	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
67	217 W 13 th St., Anniston Water Works and Sewer Board building, 1-story brick veneer municipal building, ca. 1955	Contributing	Site 1: no effect Site 2: no effect Site 3: direct effect (demolition)
68	218 W 13 th St., Ritz Rooming House building, Neoclassical 2-story brick commercial building, ca. 1895	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
70	Zinn Park	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
71	210 W 14 th St., 1-story concrete block commercial building, ca. 1950	No Longer Extant	N/A
72	230 W 14 th St., Acme Weaving Mills, brick industrial complex, 1930	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
73	231 W 14 th St., 1-story concrete block warehouse building, ca. 1945	Contributing	Site 1: no effect Site 2: no effect Site 3: direct effect (demolition)
78	1005-1007 Gurnee Ave., 1-story, concrete block commercial building, 1947	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
79	1008 Gurnee Ave., 2-story brick commercial building, 1908	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
80	1009-1015 Gurnee Ave., 1-story, concrete block commercial building, 1947	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect

**Cultural Resources Assessment
Proposed United States Courthouse**

Anniston, Alabama
S&ME Project No. 4213-16-330

NRHP Map No.	Description	Status	Potential Effects
81	1010 Gurnee Ave., 1-story brick commercial building, ca. 1920	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
82	1016 Gurnee Ave., 1-story brick commercial building, 1936	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
83	Rear 1016 Gurnee Ave., 1-story concrete block garage, ca. 1942	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
84	1025-1029 Gurnee Ave., 1-story brick commercial building, 1947	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
85	126-130 Gurnee Avenue, Medders Grocery/Downing's Store, 1-story brick commercial building, ca. 1918-1925	Contributing	Site 1: indirect effects (noise, traffic, vibration) Site 2: direct effect (demolition) Site 3: no effect
86	1031 Gurnee Ave., former Greyhound Bus Depot, 1-story brick commercial building, ca. 1957	National Monument; Contributing	Site 1: indirect effects (noise, traffic, vibration, viewshed) Site 2: indirect effects (noise, traffic, vibration, viewshed) Site 3: no effect
87	1120 Gurnee Ave., Calhoun County Public Health Center Building, 1 and 2-story frame and brick veneer building, 1946	Contributing	Site 1: direct effects (demolition) Site 2: indirect effects (noise, traffic, vibration) Site 3: no effect
88	1128 Gurnee Avenue, USO Club/City Hall, 1 and 2-story brick building, 194	Contributing	Site 1: direct effects (demolition) Site 2: indirect effects (noise, traffic, vibration) Site 3: no effect
89	1200 Gurnee Avenue, former Police Department, 3-story brick veneer building, ca. 1955	No Longer Extant	N/A
95	1008 Moore Ave., 1-story commercial/industrial building, ca. 1945 (significantly altered)	Non-Contributing	N/A
96	1010 Moore Ave., 1-story commercial/industrial building, ca. 1945 (significantly altered)	Non-Contributing	N/A

**Cultural Resources Assessment
Proposed United States Courthouse**

Anniston, Alabama
S&ME Project No. 4213-16-330

NRHP Map No.	Description	Status	Potential Effects
97	1011 Moore Ave., 1-story concrete block commercial building, ca. 1945	Contributing	Site 1: no effect Site 2: direct effect (demolition) Site 3: no effect
98	1014 Moore Ave., 1-story brick veneer commercial building, ca. 1935	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
99	1020 Moore Ave., 1-story brick garage building, ca. 1950	Contributing	Site 1: no effect Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
100	1026 Moore Ave., 1 and 2-story brick commercial building	Contributing	Site 1: indirect effect (noise, traffic, vibration) Site 2: indirect effect (noise, traffic, vibration) Site 3: no effect
101	1108 Moore Ave., 1-story brick commercial building, ca. 1920 (significantly altered)	Non-Contributing	N/A
102	1112-1116 Moore Ave., 1-story brick commercial building, ca. 1920 (significantly altered)	Non-Contributing	N/A
103	1201 Moore Ave., 1-story concrete block warehouse, ca. 1950	No Longer Extant	N/A
104	1220-1222 Moore Ave., 1-story brick commercial building, ca. 1945	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
105	1224 Moor Ave., 1-story concrete block commercial building, ca. 1945	Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
192	1200 Walnut Av., L&N Freight House, 1 and 2-story brick warehouse building, 1889	Individually Listed; Contributing	Site 1: no effect Site 2: no effect Site 3: indirect effects (noise, traffic, vibration)
193	W of intersection of W 13 th St. and Walnut Ave., Iron Trolley Bumper, former Union Depot site, ca. 1900	Contributing	Site 1: no effect Site 2: no effect Site 3: direct (demolition) or indirect effects (noise, traffic, vibration)
194	1316 Walnut Ave., 1-story concrete block commercial building with brick veneer, 1959	Contributing	Site 1: no effect Site 2: no effect Site 3: direct effect (demolition)
195	1318 Walnut Ave., 1-story concrete block commercial building, ca. 1940 (significantly altered)	Non-Contributing	N/A

6.2 Conclusions

Construction at Site 1 has the potential to directly affect two structures that contribute to the NRHP-listed district and indirectly affect 13 resources, including the Freedom Riders National Monument, while construction at Site 2 has the potential to directly affect 16 contributing structures to the NRHP-listed district and indirectly affect 22 contributing resources, including significant potential effects on the Freedom Riders National Monument, which is across Gurnee Avenue from Site 2. Construction at Site 3 would involve direct impacts associated with the demolition of three structures as well as indirect effects to 12 resources that contribute to the NRHP-listed district; however, most of the resources on Site 3 have undergone alterations to their façades, including changes to windows and door openings, which compromise integrity of materials and workmanship. There have also been alterations to the areas surrounding Site 3, including the loss of the Union Depot to the south, that compromise the setting and feeling for this part of the district.

Since each site is located within the NRHP listed Downtown Anniston Historic District, and each will be unable to avoid both direct and indirect effects to properties which contribute to the district, additional consultation with the AHC and the development of a Memorandum of Agreement (MOA), to minimize or mitigate the adverse effects, will be necessary. The development of an MOA will require consultation with the National Park Service, AHC, the City of Anniston, local history groups, and other interested consulting parties. Methods to minimize or mitigate potential adverse effects will need to be agreed upon by the consulting parties, but strategies used in the past have included HABS/HAER-level documentation, interpretive panels and public displays, restoration of other buildings within the local district, establishment of a historic preservation fund, and educational lectures, but mitigation is not limited to these options. Development of an MOA generally requires multiple meetings, both in person and via conference calls or virtual meetings, and discussion regarding the goals and preferred outcomes of each consulting party; a timeline for MOA development is variable, but consultation can take six months or more to develop a consensus.

Additionally, the three proposed building sites are located within the locally designated Downtown Anniston Historic District, which is under the purview of the AHPC; demolition of structures and construction of new buildings within the district are two activities which require the submission of Certificates of Appropriateness (COA) for review and approval by the commission. The design review process for the AHPC is outlined in the *Anniston Historic District Design Guidelines* (PS King Associates 2015: 7–10). Per the design guidelines, demolition of structures within designated historic districts must be reviewed by the AHPC; the main review factor for the proposed courthouse is for the AHPC to determine whether the demolition of contributing structures on the proposed courthouse block would be a “Reconcilable Loss”, where “the advantages of the demolition proposal to the community’s overall preservation/revitalization efforts outweigh the disadvantages of the demolition” (PS King Associates 2015:25). A COA is required for “any material change in appearance to a historic property,” which includes the “erection, alteration, restoration, or removal of any building or other structure within a historic property or district” (PS King Associates 2015:7). The process for applying for the COA involves submitting an application to the AHPC, including photographs of the subject property and adjacent properties, photographs of all façades of the buildings to be demolished, detailed plans for use of the site post demolition, statement of purpose of the demolition and schedule of re-use of the property, and a structural engineer’s assessment of the structure(s). The application is reviewed by AHPC at regularly scheduled monthly meetings and voted on by the members of the commission; they may be approved or denied, but if denied the applicant may modify the plans and resubmit the application. At minimum, the process will take two weeks, as the deadline for application submission is 14 days before each scheduled monthly meeting of the AHPC. The completion of this step will be necessary before demolition and construction activities at any of the sites could occur.

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8.0 APPENDIX A: HISTORIC MAPS

Block 148 - City Hall Site
1128 Gurnee Avenue
Anniston, AL 36201
Inquiry Number: 4796483.3
December 04, 2016

Certified Sanborn® Map Report



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Shelton, CT 06484
Toll Free: 800.352.0050
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Site Name:	Client Name:	
Block 148 - City Hall Site	O'Brien & Gere Engineers, Inc.	
1128 Gurnee Avenue	300 Drayton Street	
Anniston, AL 36201	Savannah, GA 31401-0000	
EDR Inquiry # 4796483.3	Contact: Meghan Thiemann	

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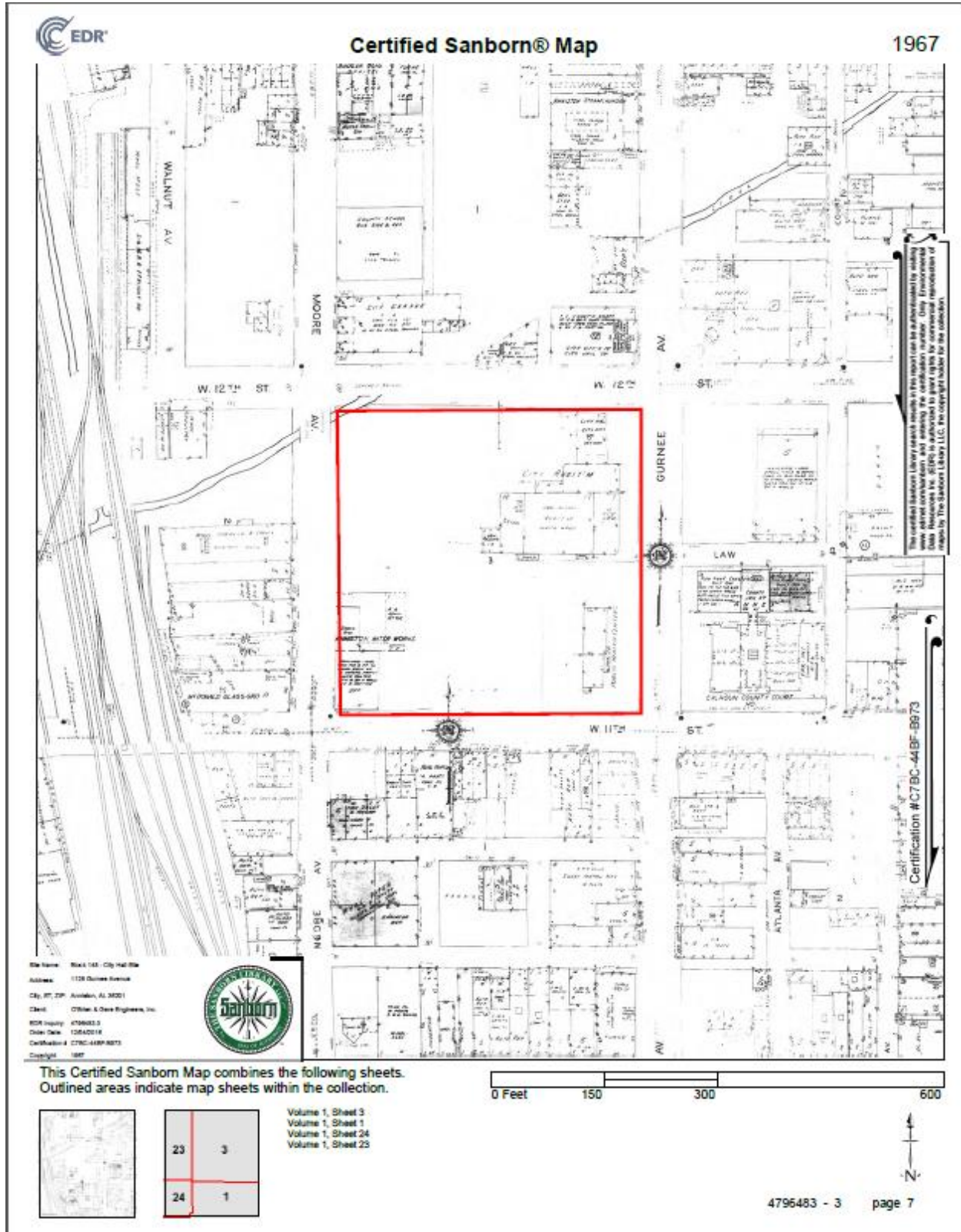
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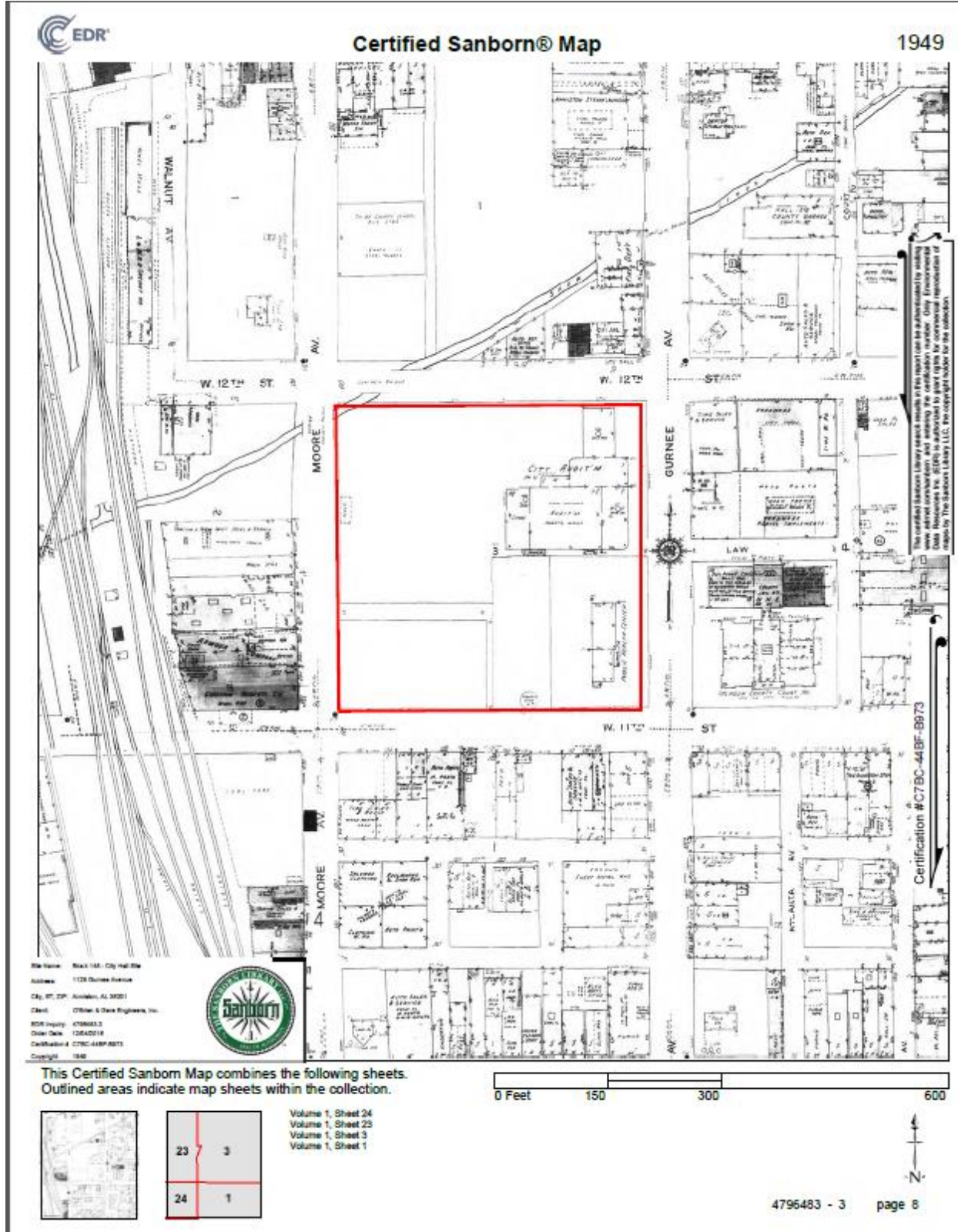
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Anniston, Alabama
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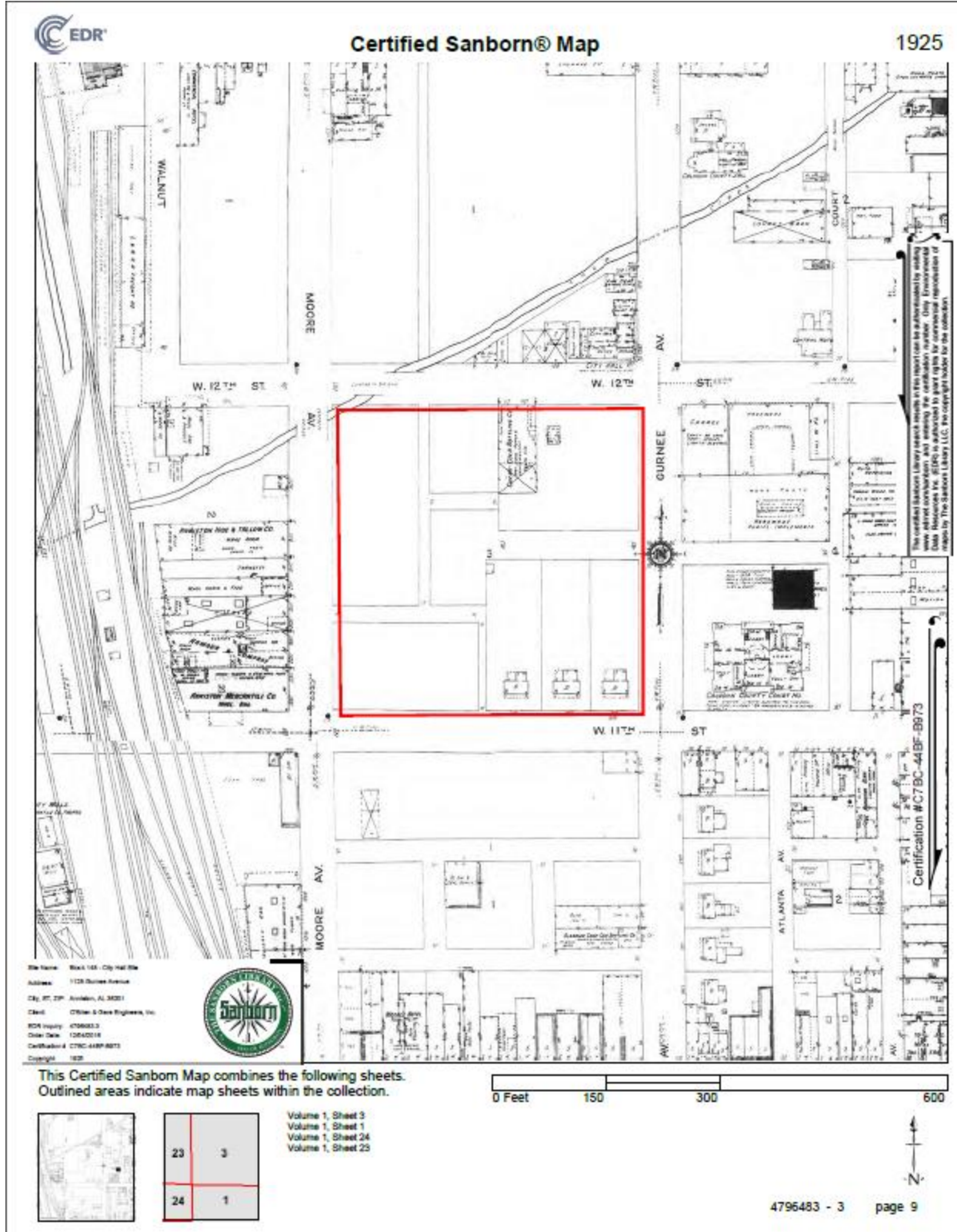
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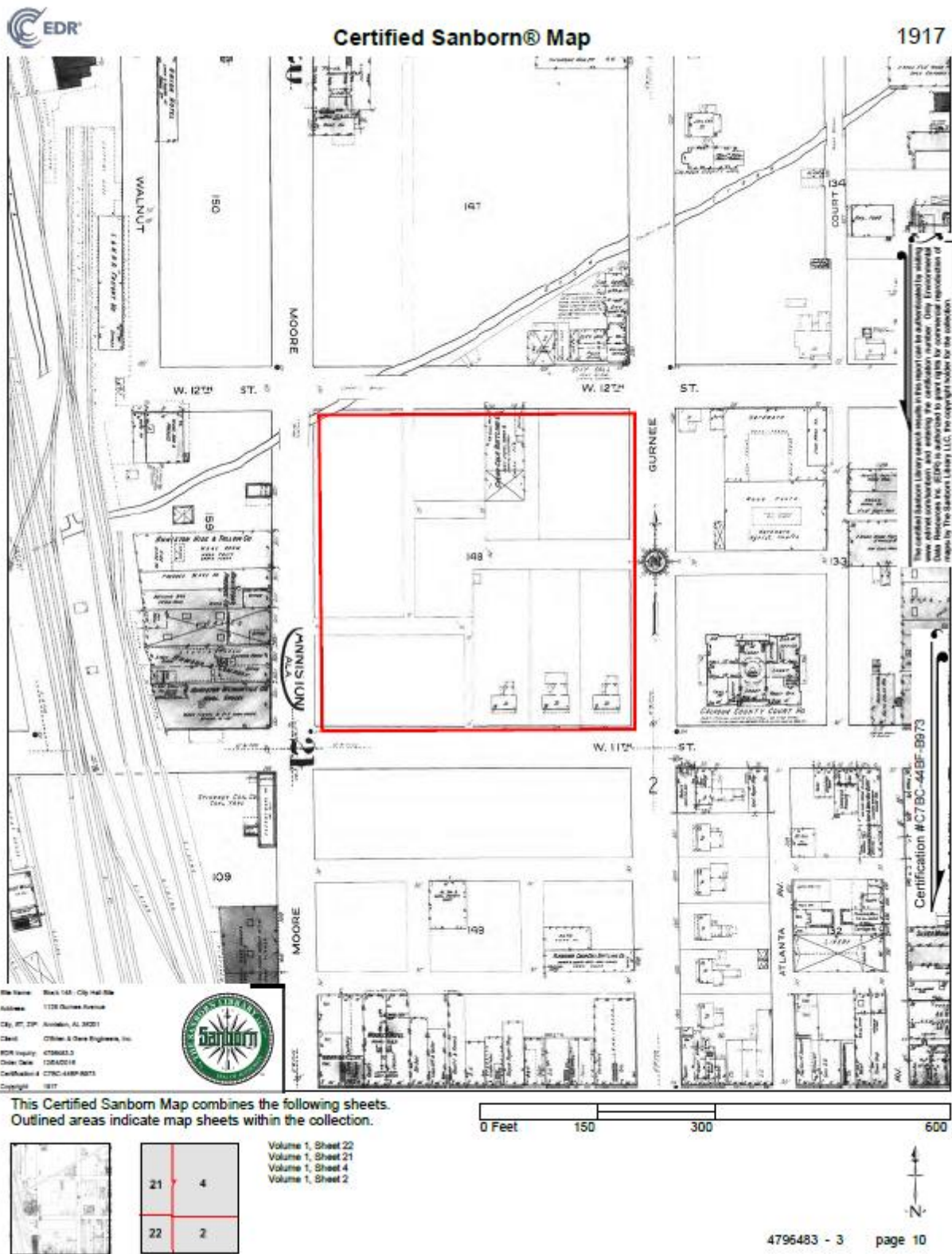
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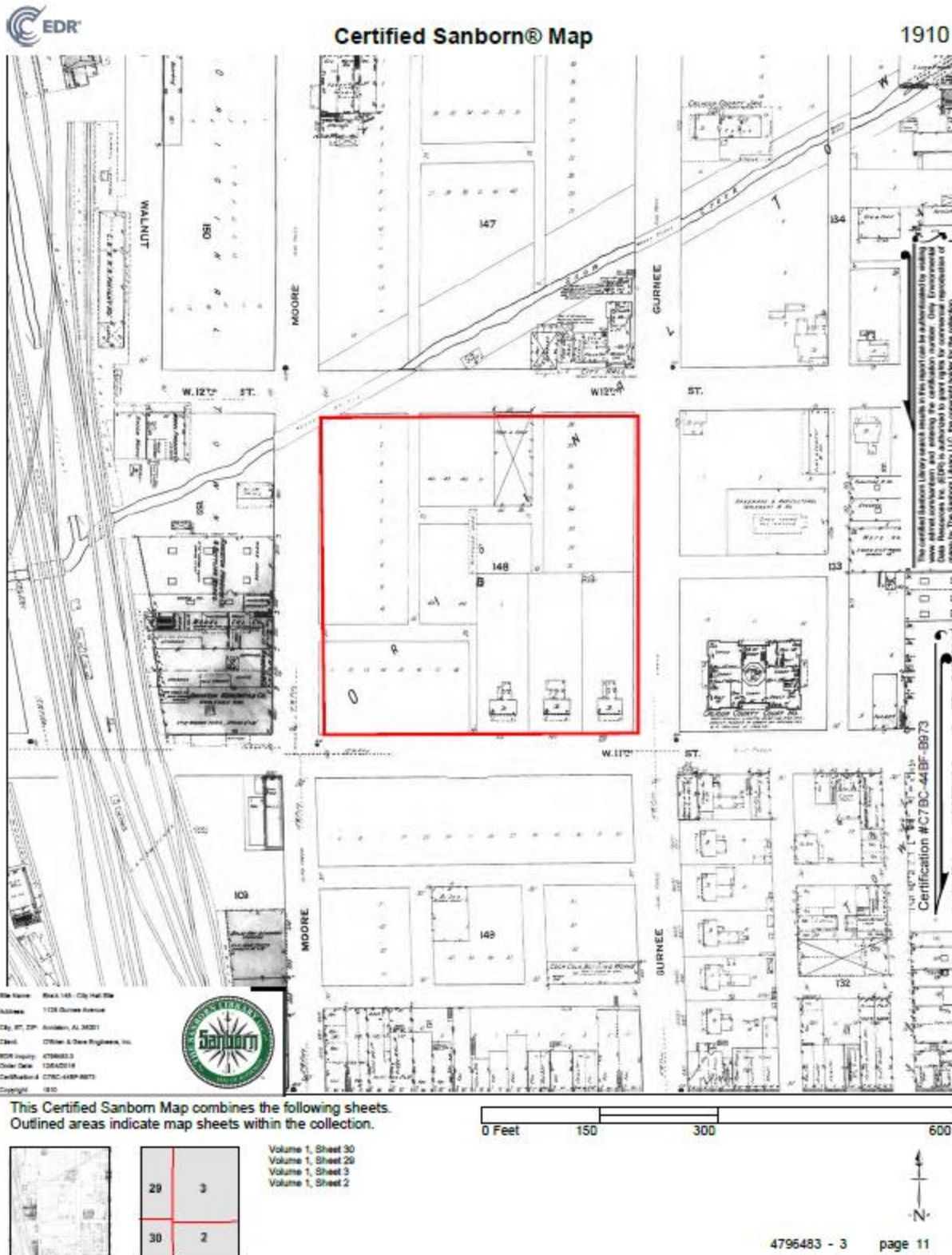
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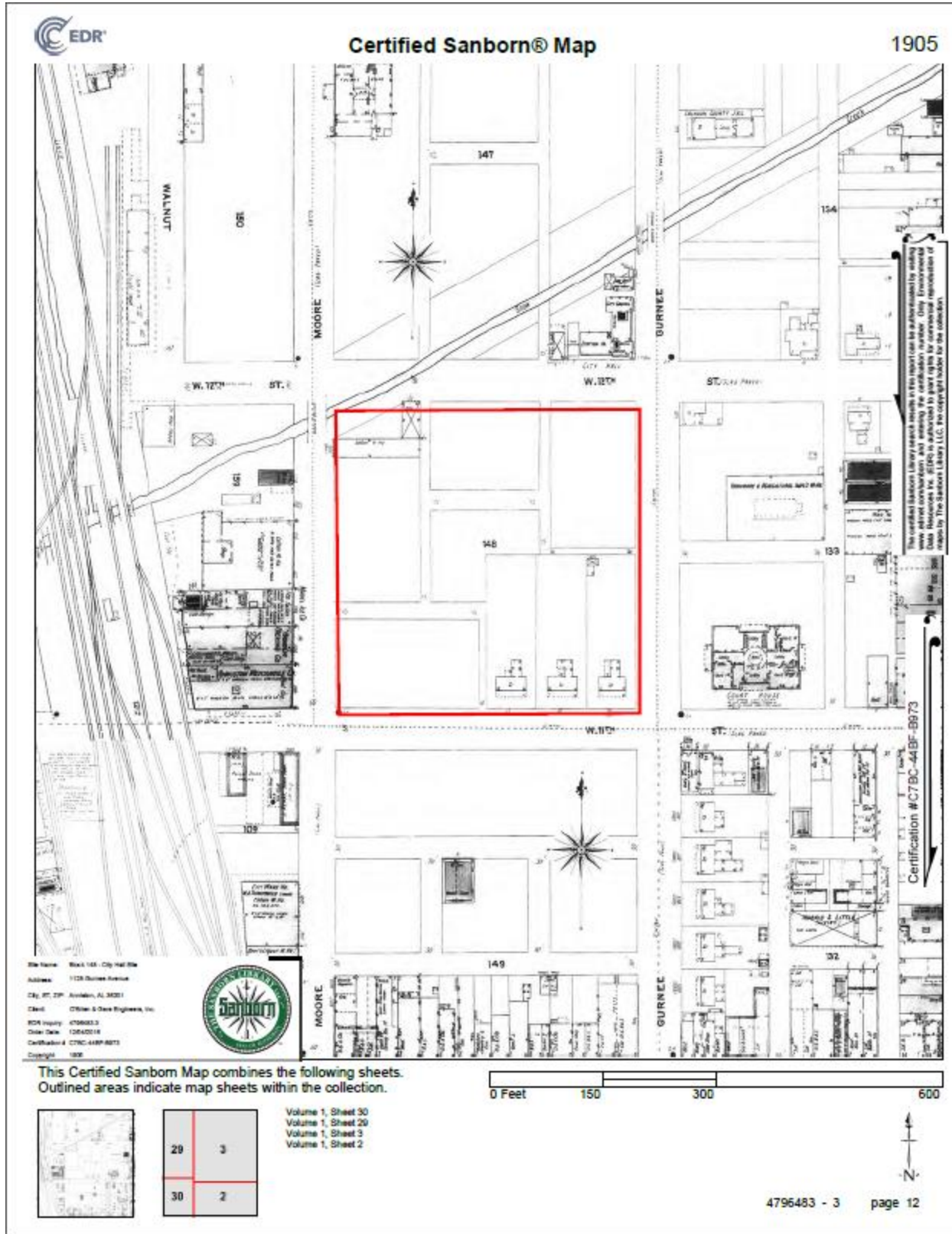
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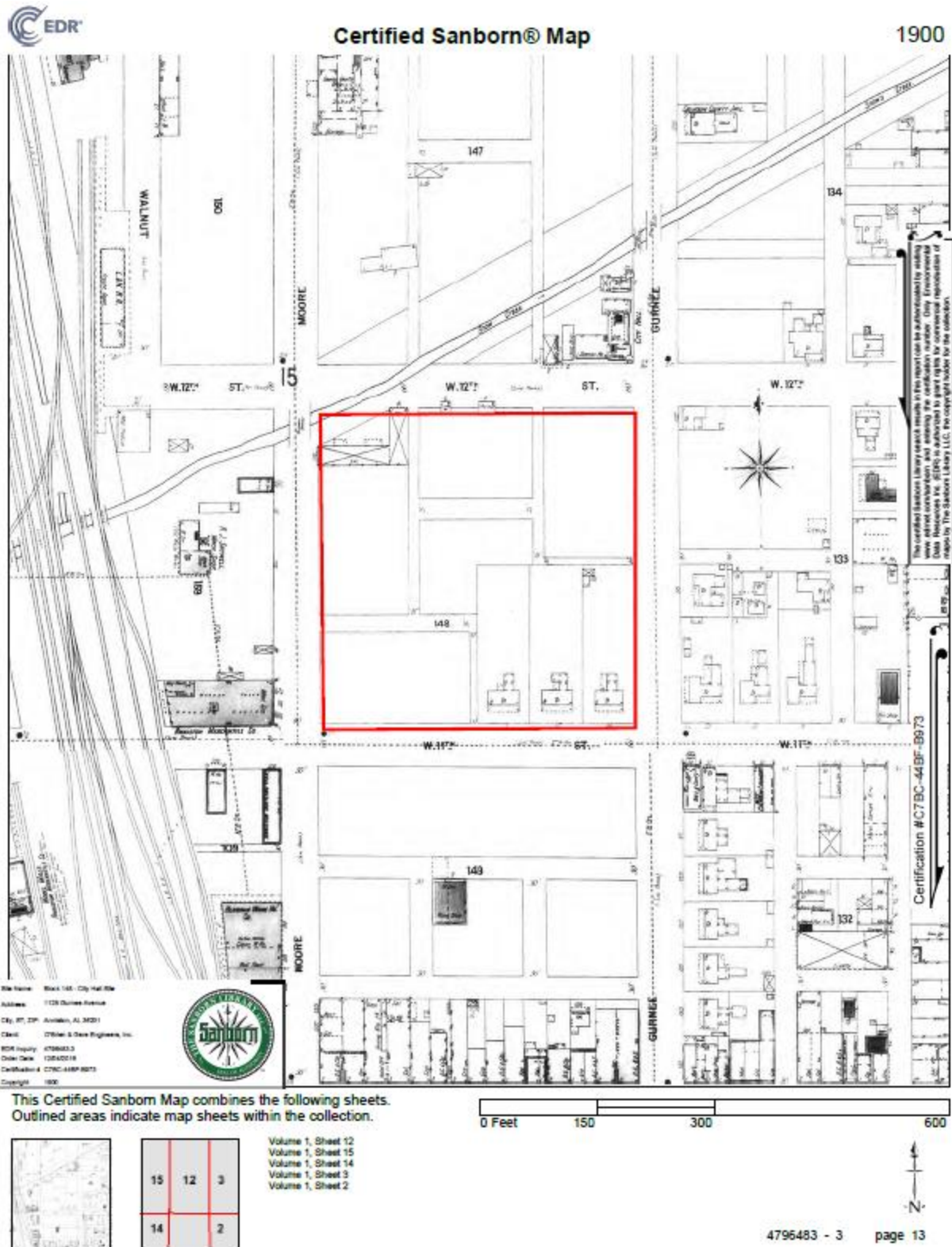
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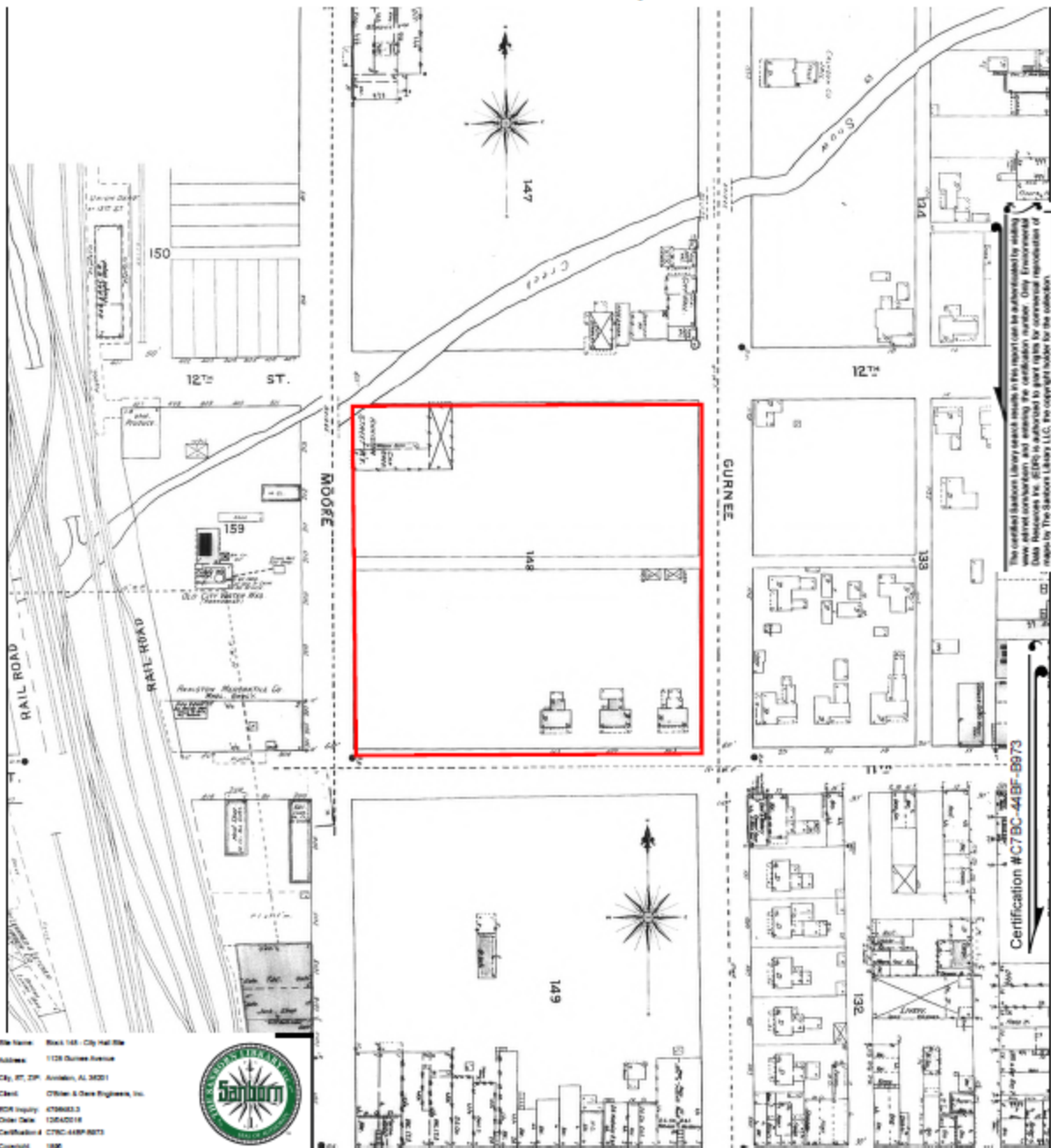
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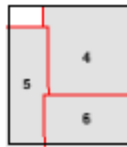
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Address: 1128 Gunnee Avenue
City, ST, ZIP: Anniston, AL 36201
Client: O'Brien & Gere Engineers, Inc.
RDR Inquiry: 4796033
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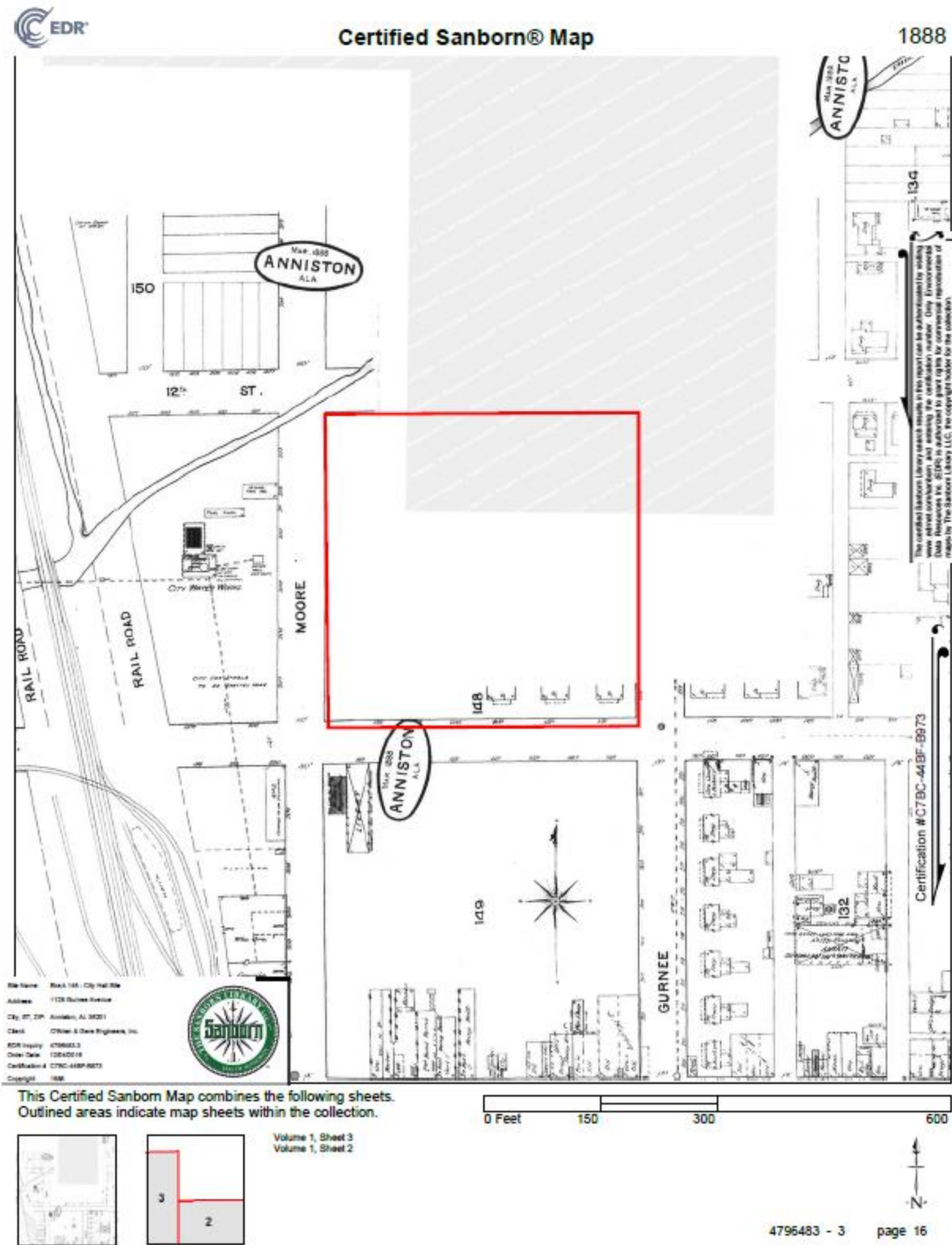
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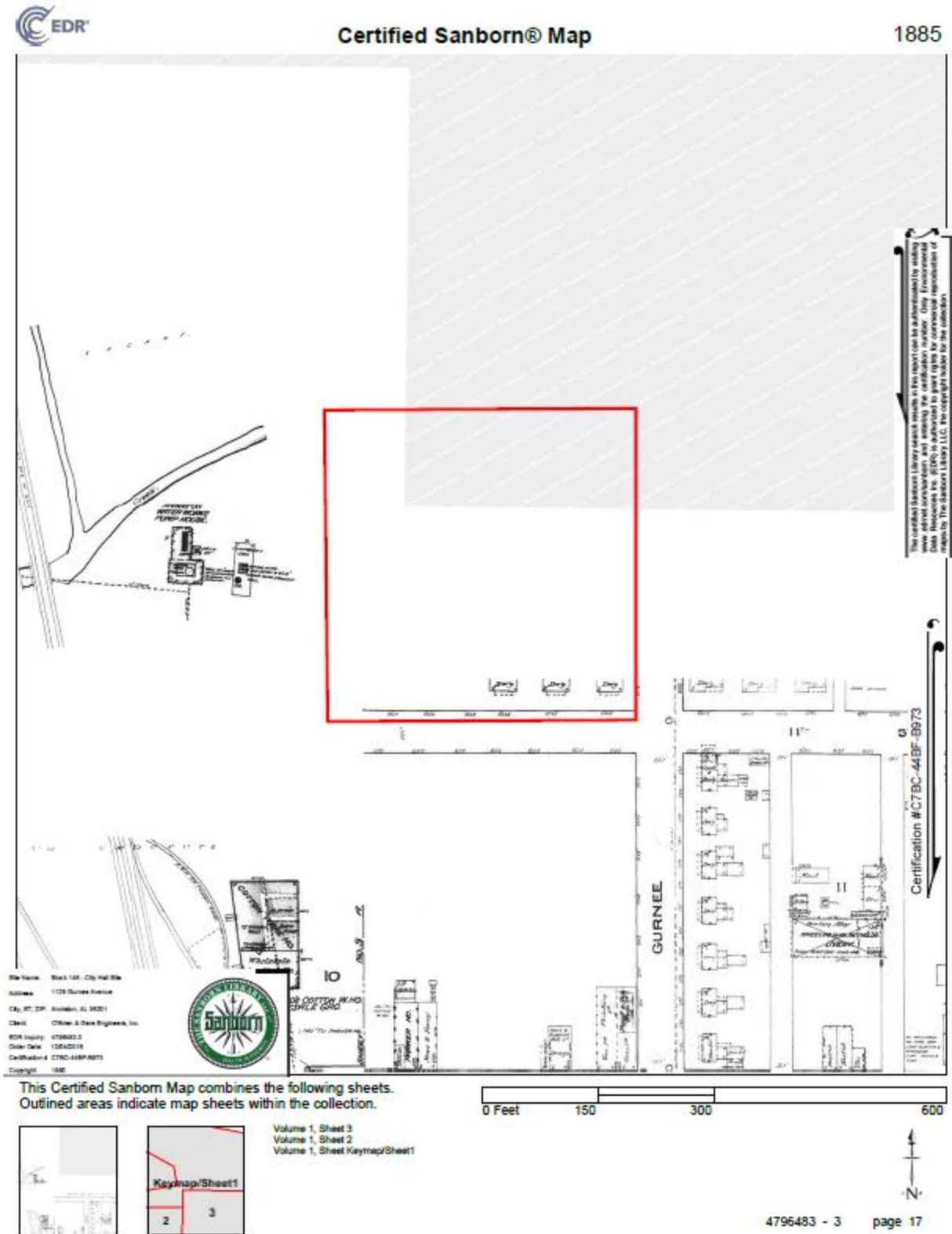


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Block 148 - City Hall Site
1128 Gurnee Avenue
Anniston, AL 36201

Inquiry Number: 4796483.12
December 05, 2016

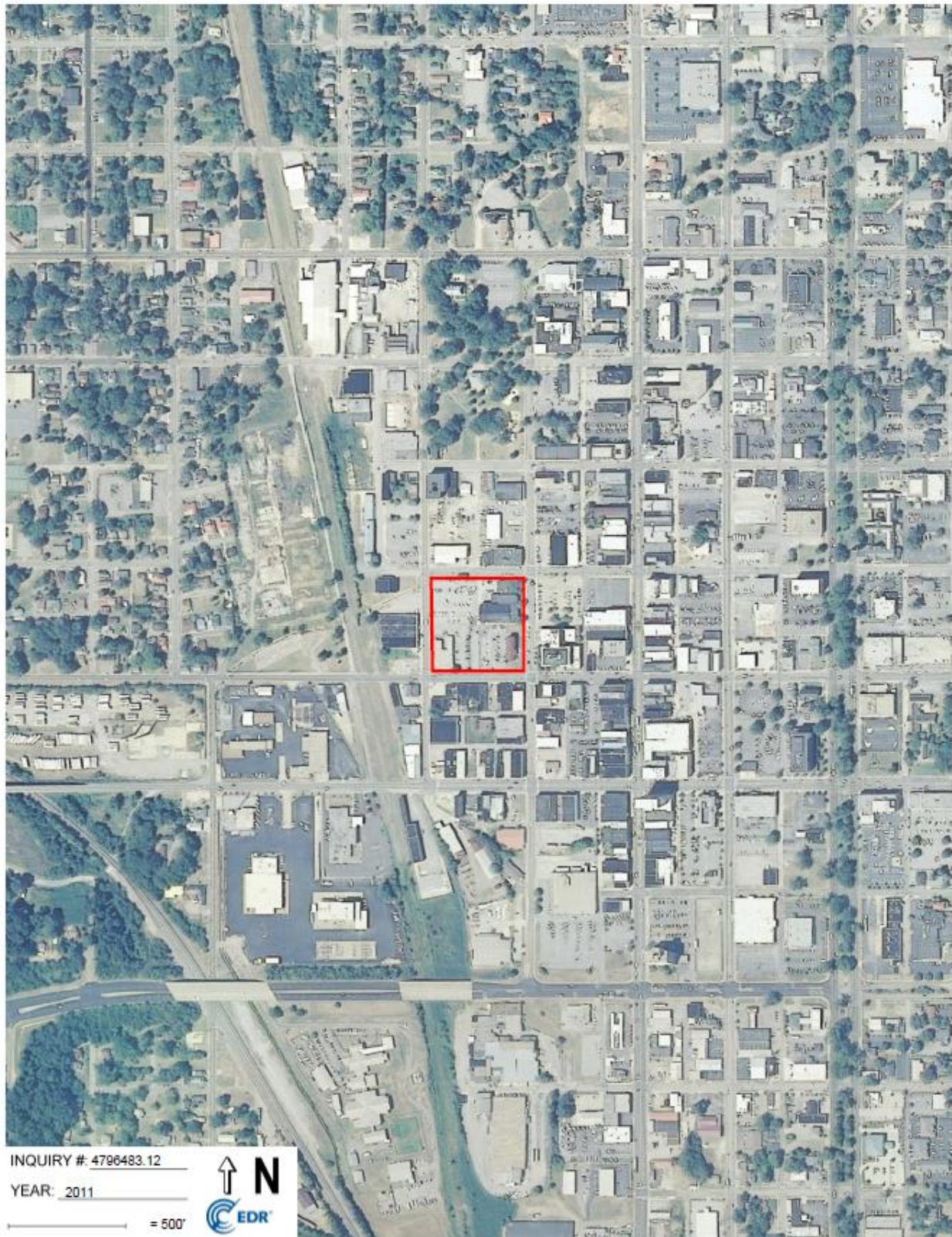
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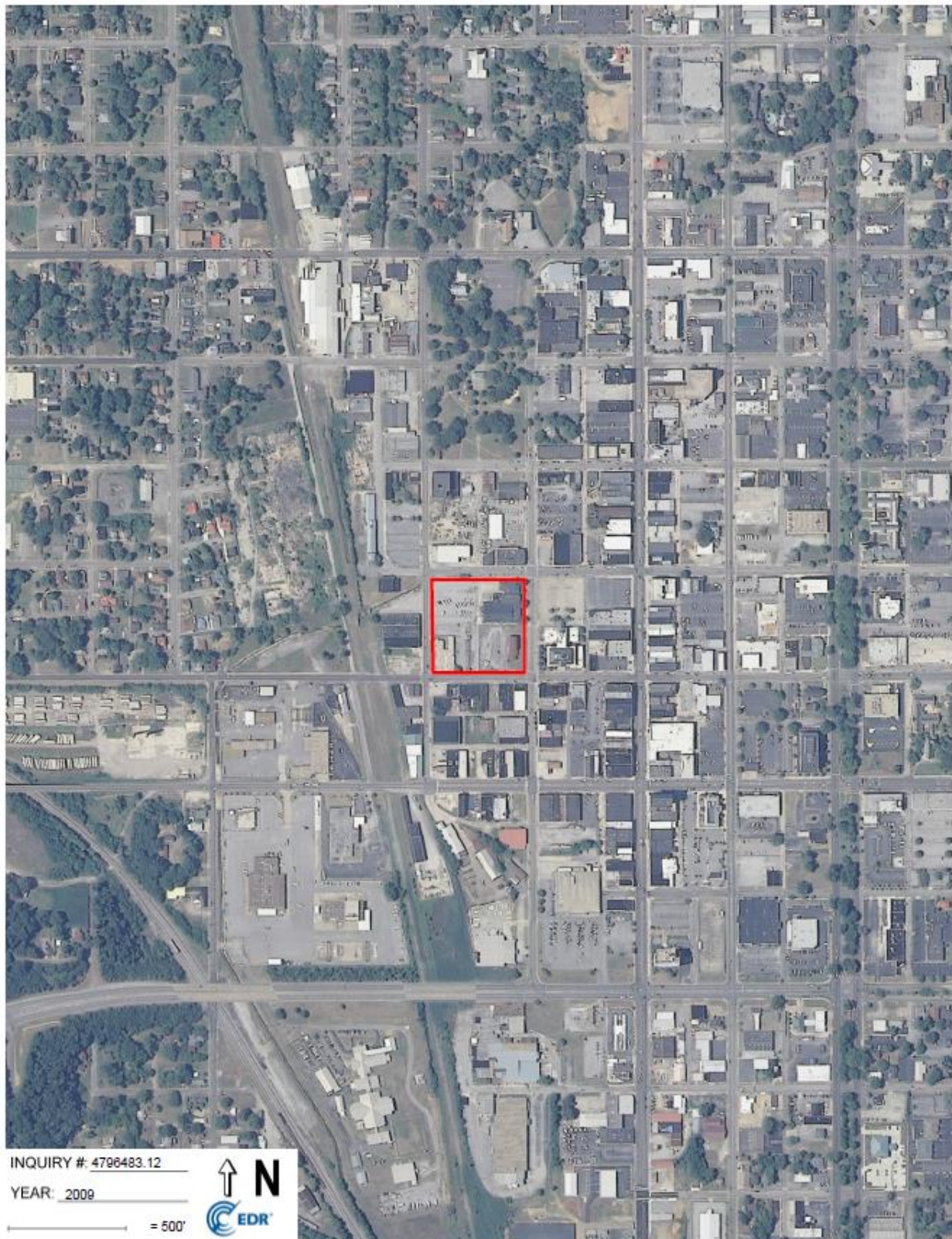
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Block 149
1011 Moore Avenue
Anniston, AL 36201

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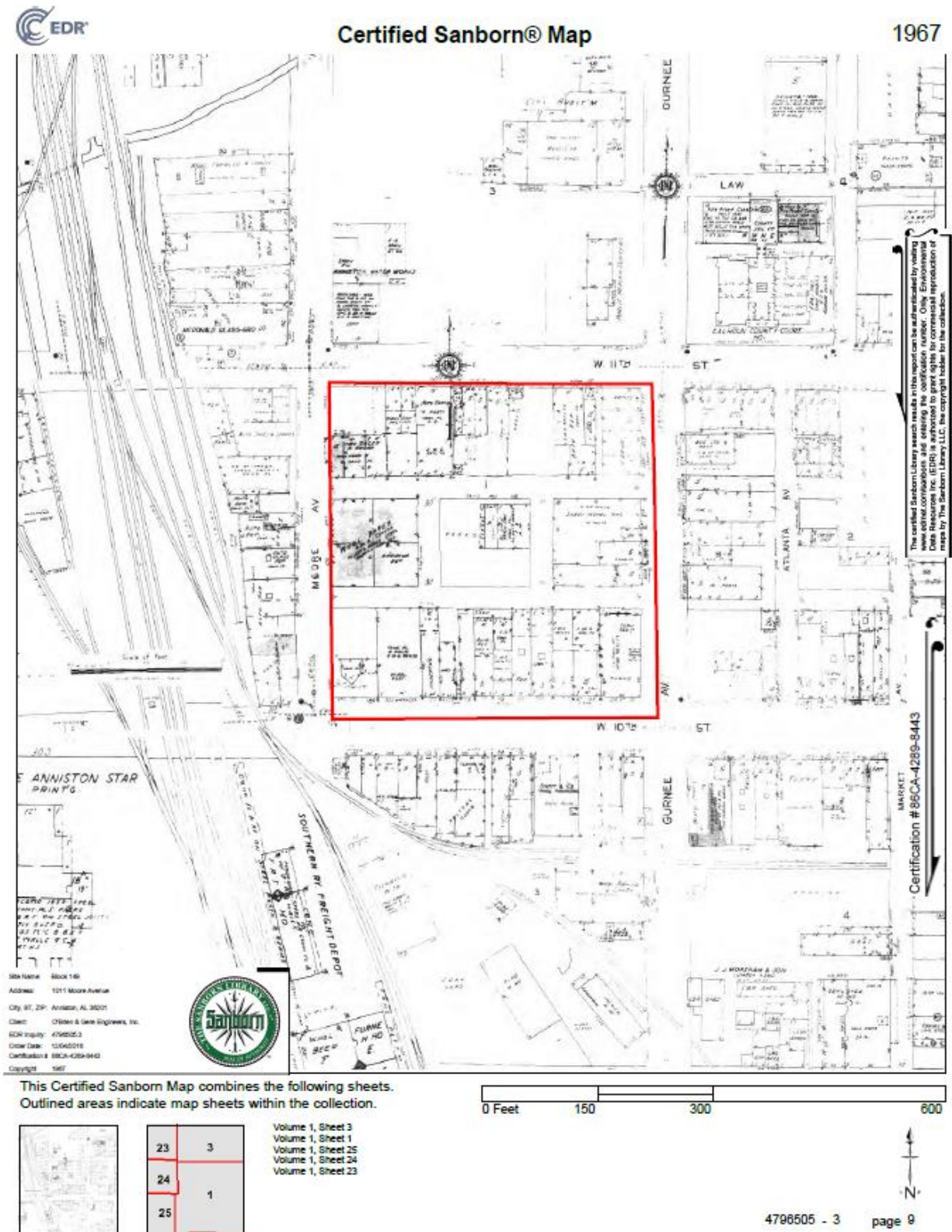
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Proposed United States Courthouse**

Anniston, Alabama
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Anniston, Alabama

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Order Date: 12/05/2016
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Volume 1, Sheet 23
Volume 1, Sheet 3
Volume 1, Sheet 1

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4796505 - 3 page 10

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Proposed United States Courthouse**

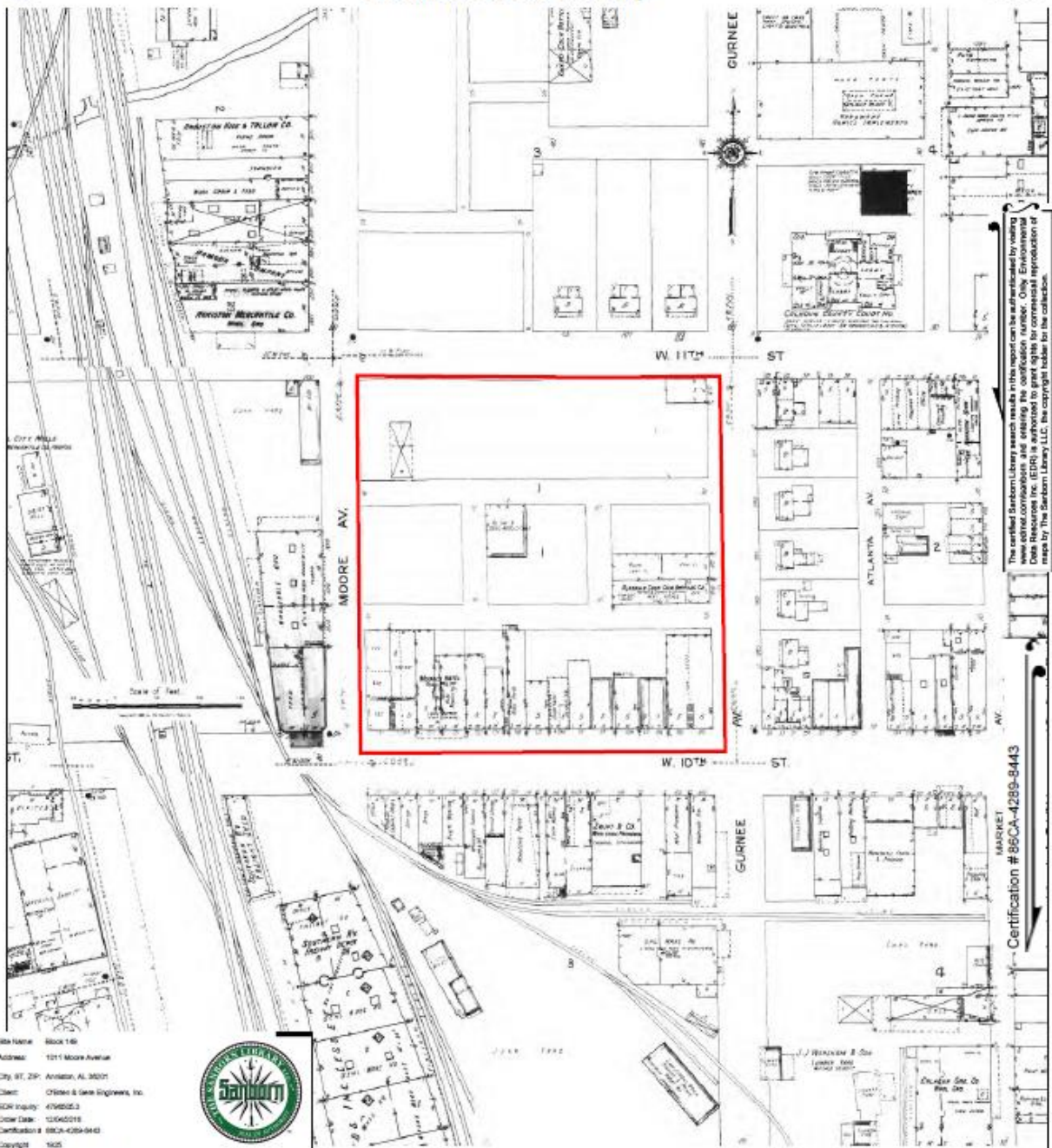
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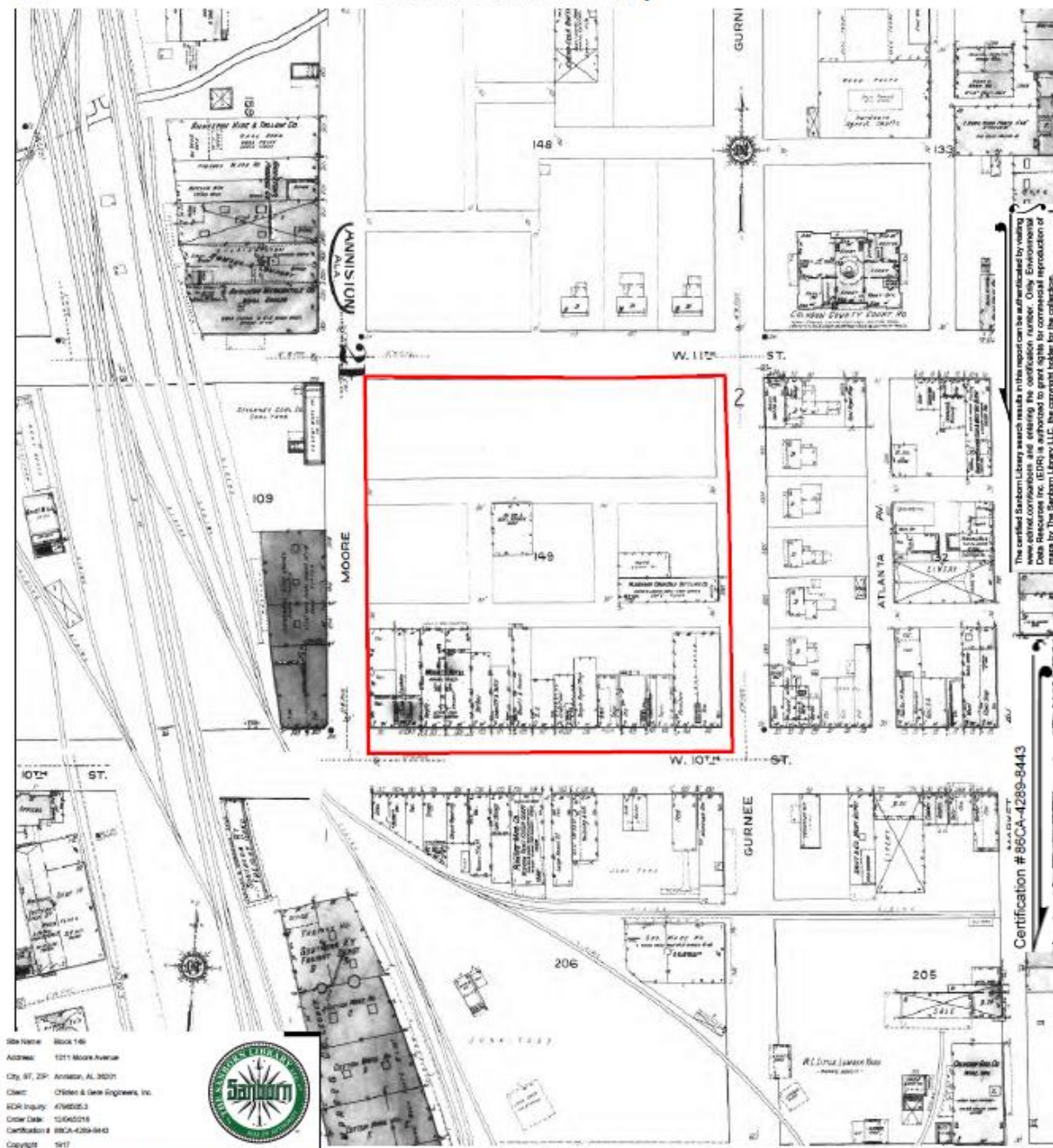
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City, ST, ZIP: Anniston, AL 36201
Client: O'Brien & Gere Engineers, Inc.
ECR Inquiry: 4796505.3
Order Date: 12/04/2016
Certification #: 86CA-4289-9443
Copyright: 1917



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Outlined areas indicate map sheets within the collection.



Volume 1, Sheet 23
Volume 1, Sheet 22
Volume 1, Sheet 21
Volume 1, Sheet 4
Volume 1, Sheet 2

0 Feet 150 300 600



4796505 - 3 page 12

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Certified Sanborn® Map

1910



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Block 149
Address: 1211 Moore Avenue
City: ST. 25P Anniston, AL 36201
Client: O'Brien & Gere Engineers, Inc.
RDR Inquiry: 4796505.3
Draw Date: 10/06/2018
Certification #: 88CA-4289-8443
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30	2
31	

Volume 1, Sheet 31
Volume 1, Sheet 30
Volume 1, Sheet 29
Volume 1, Sheet 3
Volume 1, Sheet 2



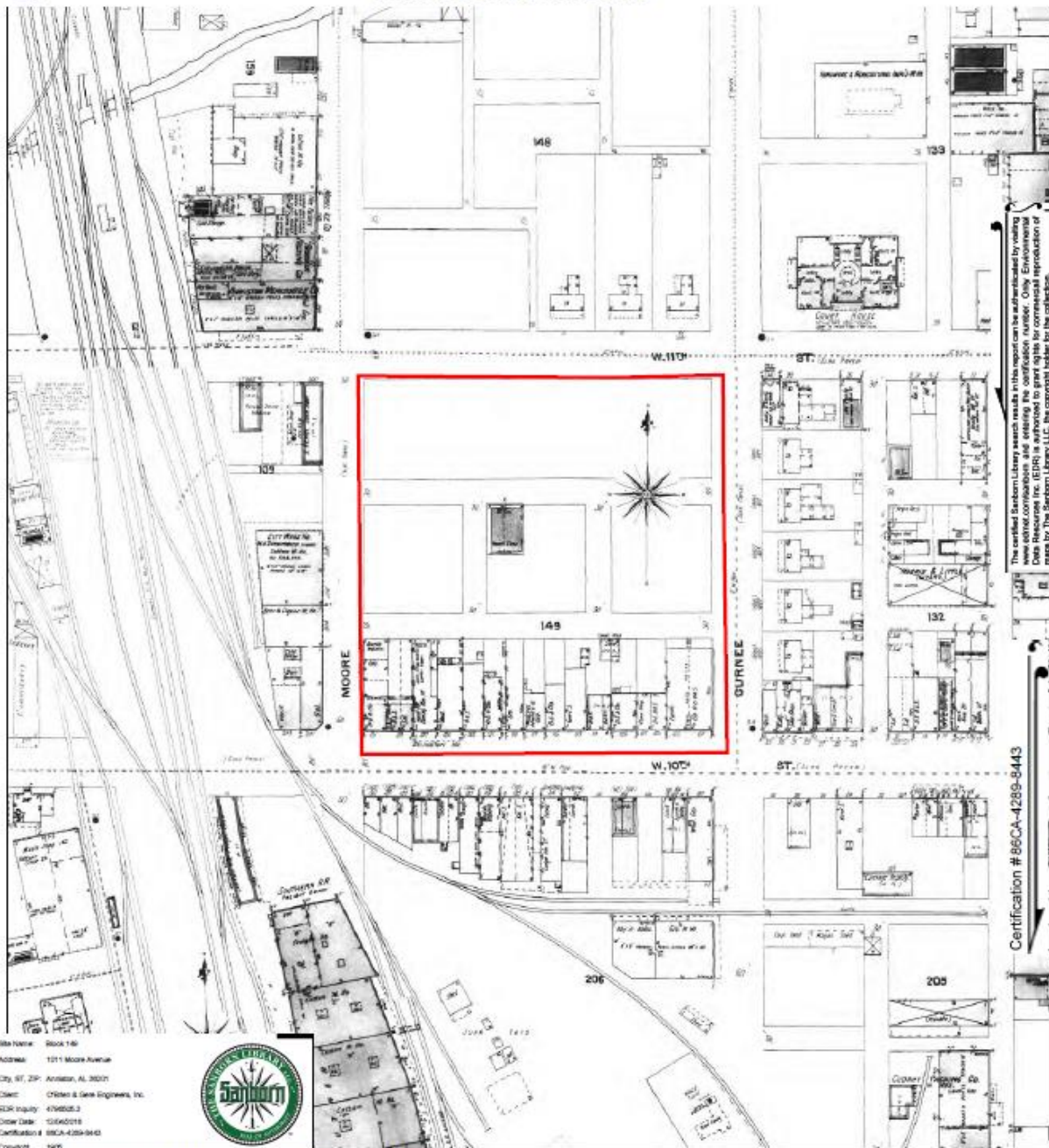
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Anniston, Alabama
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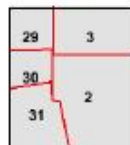


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1905



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Volume 1, Sheet 30
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Volume 1, Sheet 3
Volume 1, Sheet 2

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4796505 - 3 page 14

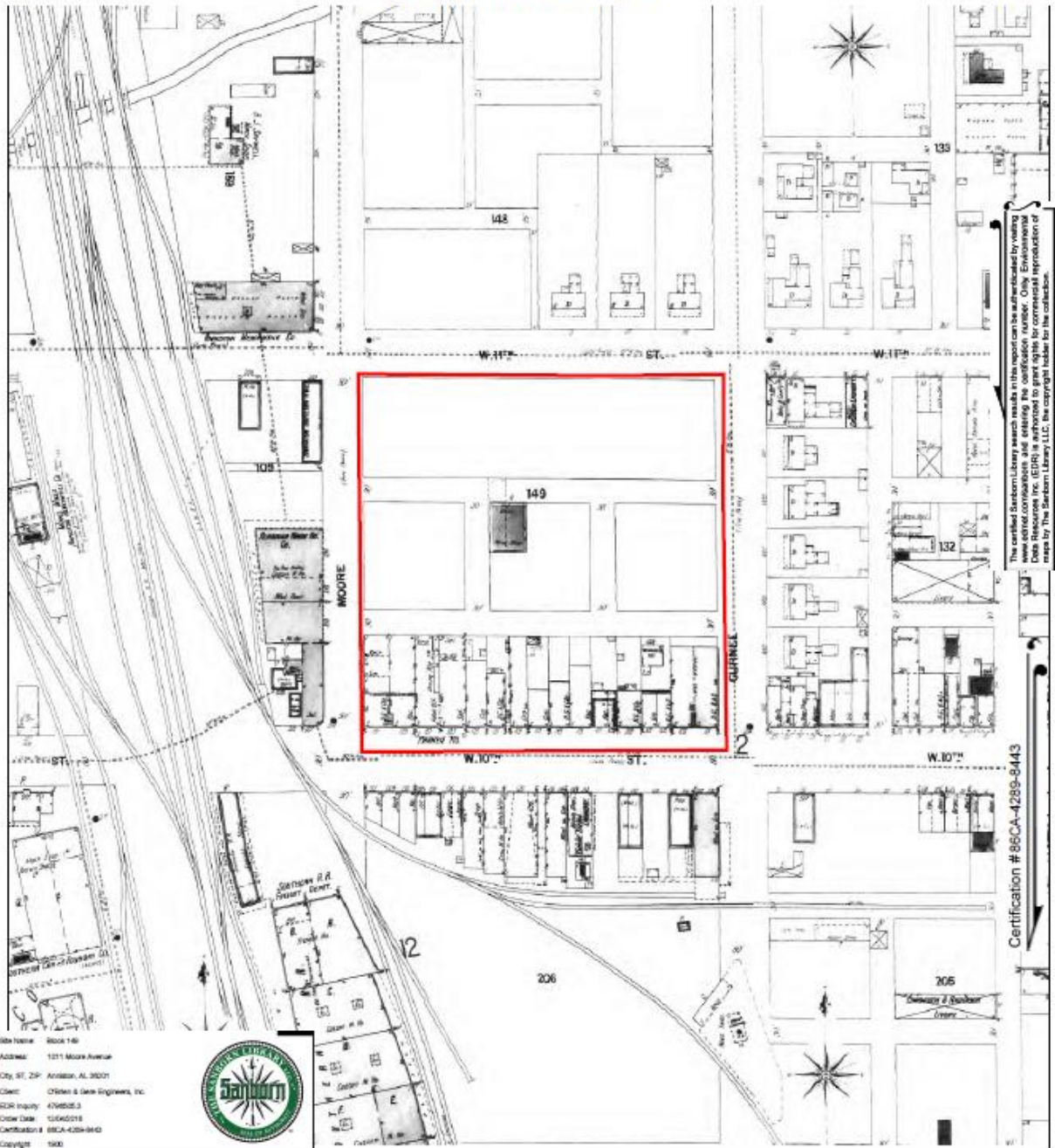
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1900



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Volume 1, Sheet 12
Volume 1, Sheet 15
Volume 1, Sheet 14
Volume 1, Sheet 13
Volume 1, Sheet 3
Volume 1, Sheet 2

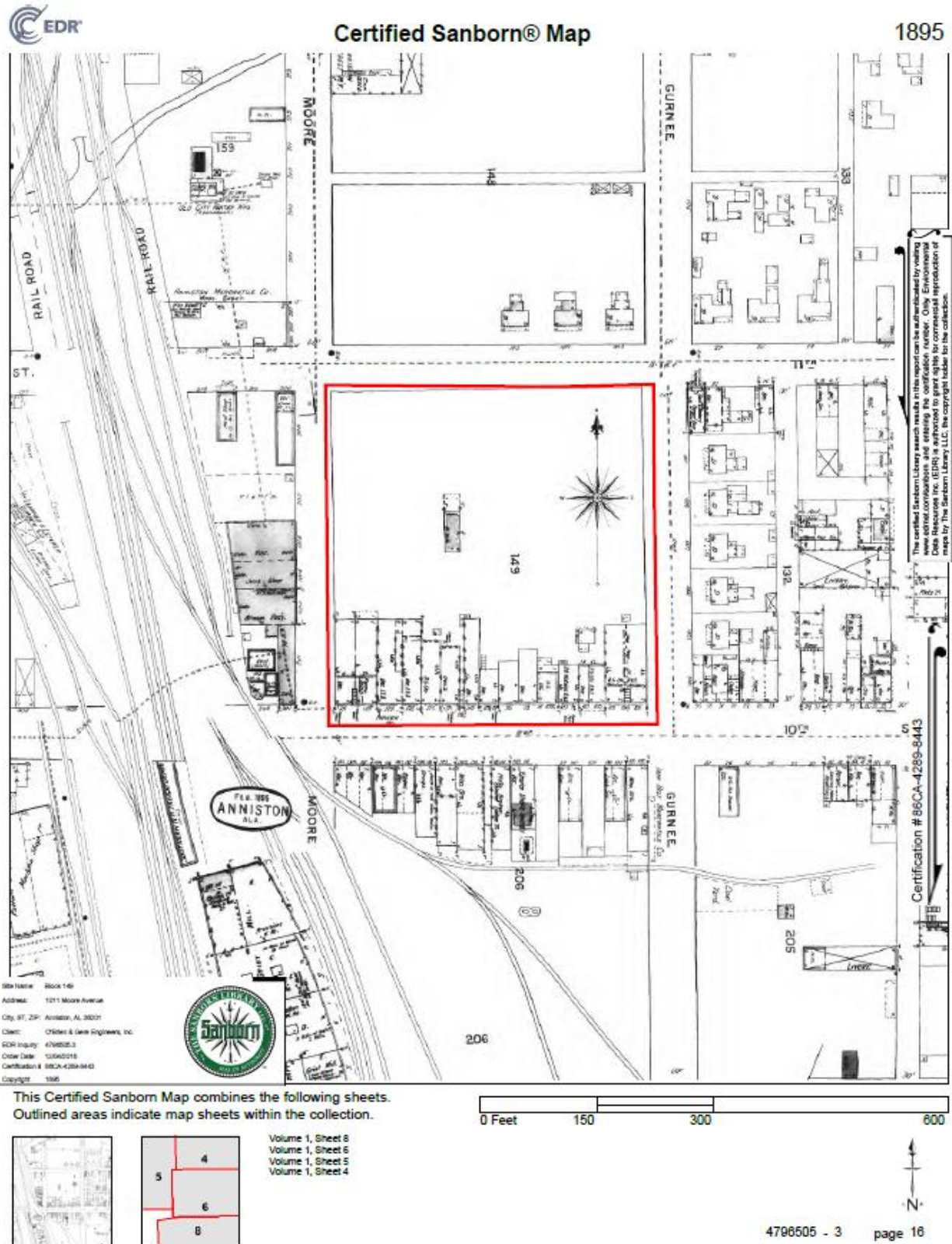
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4798505 - 3 page 15

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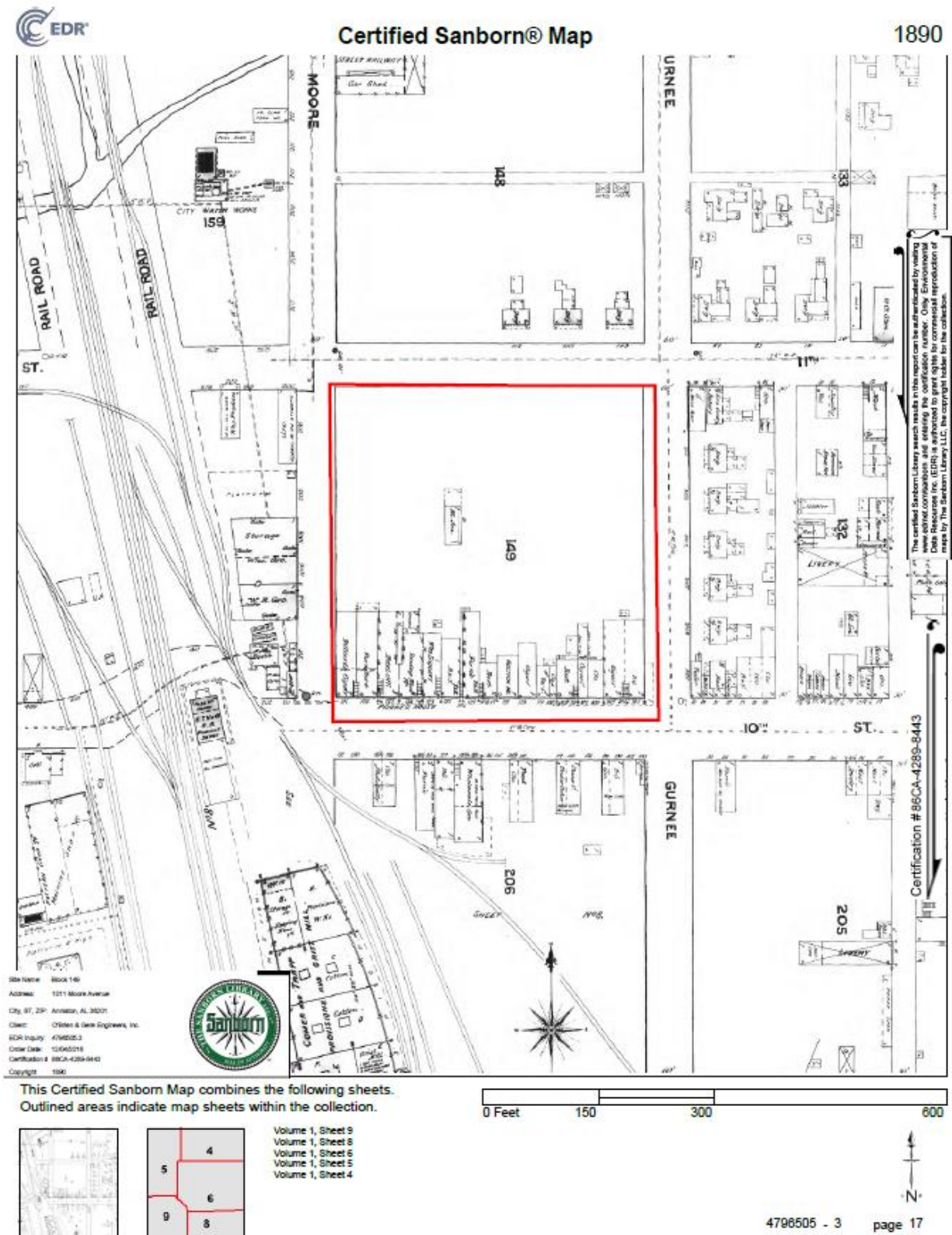
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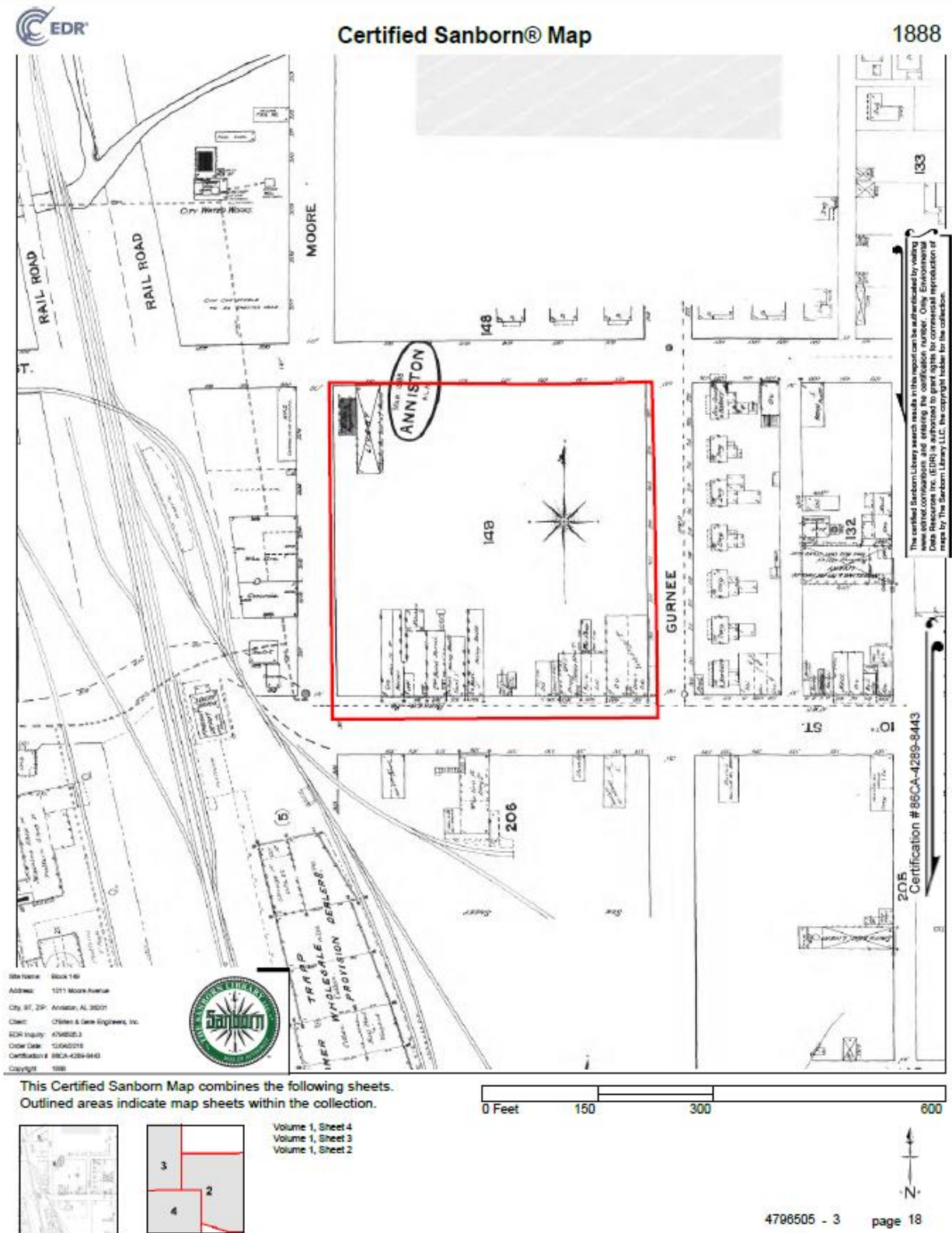
Anniston, Alabama

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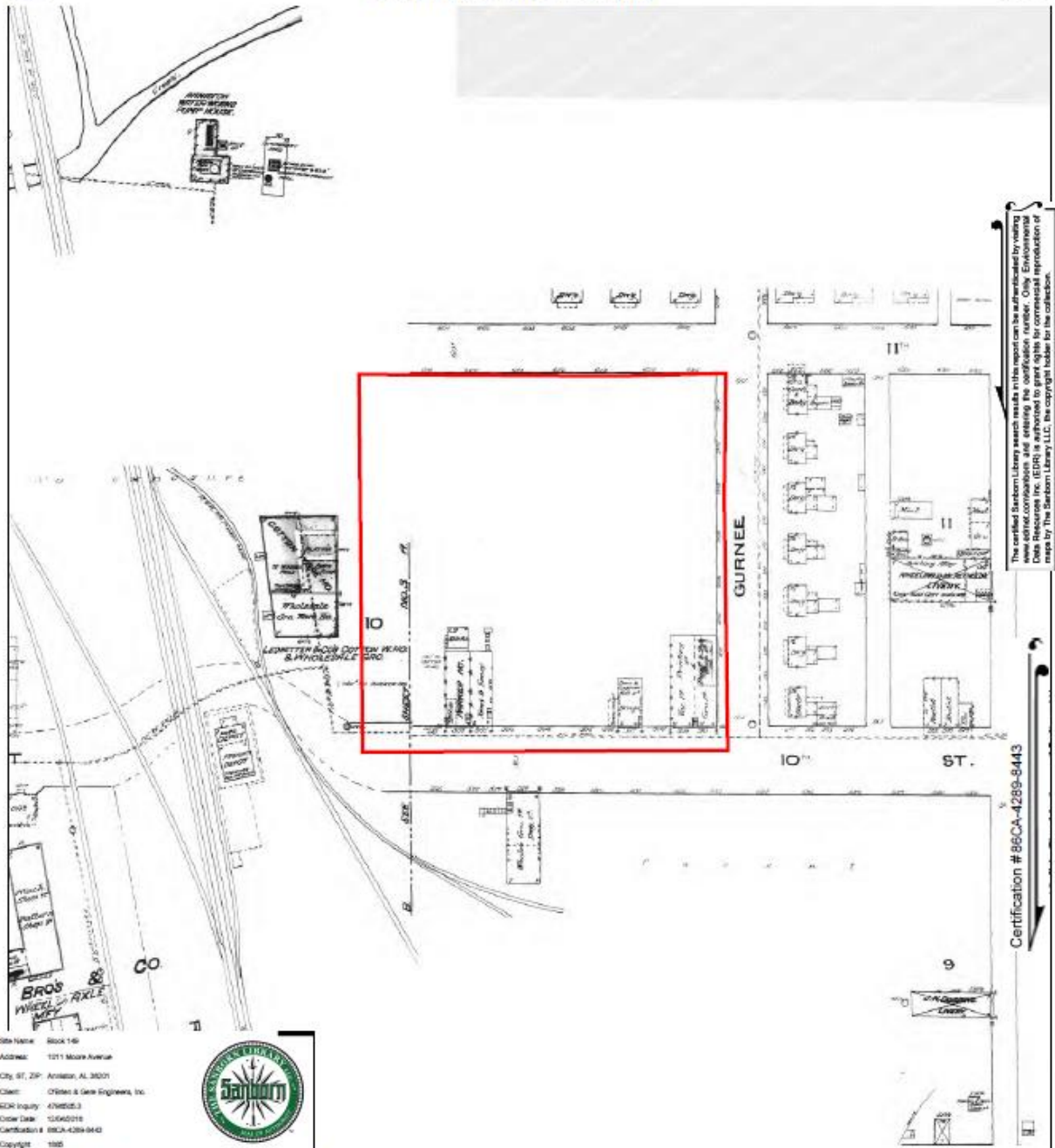
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1885



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Site Name: Block 149
Address: 1211 Moore Avenue
City, ST, ZIP: Anniston, AL 36201
Client: C/S&ME & Geo Engineers, Inc.
EDR Inquiry: 4798505.3
Draw Date: 12/04/2016
Certification #: 88CA-4289-8443
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Volume 1, Sheet 2
Volume 1, Sheet Keymap/Sheet 1

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Block 149

1011 Moore Avenue

Anniston, AL 36201

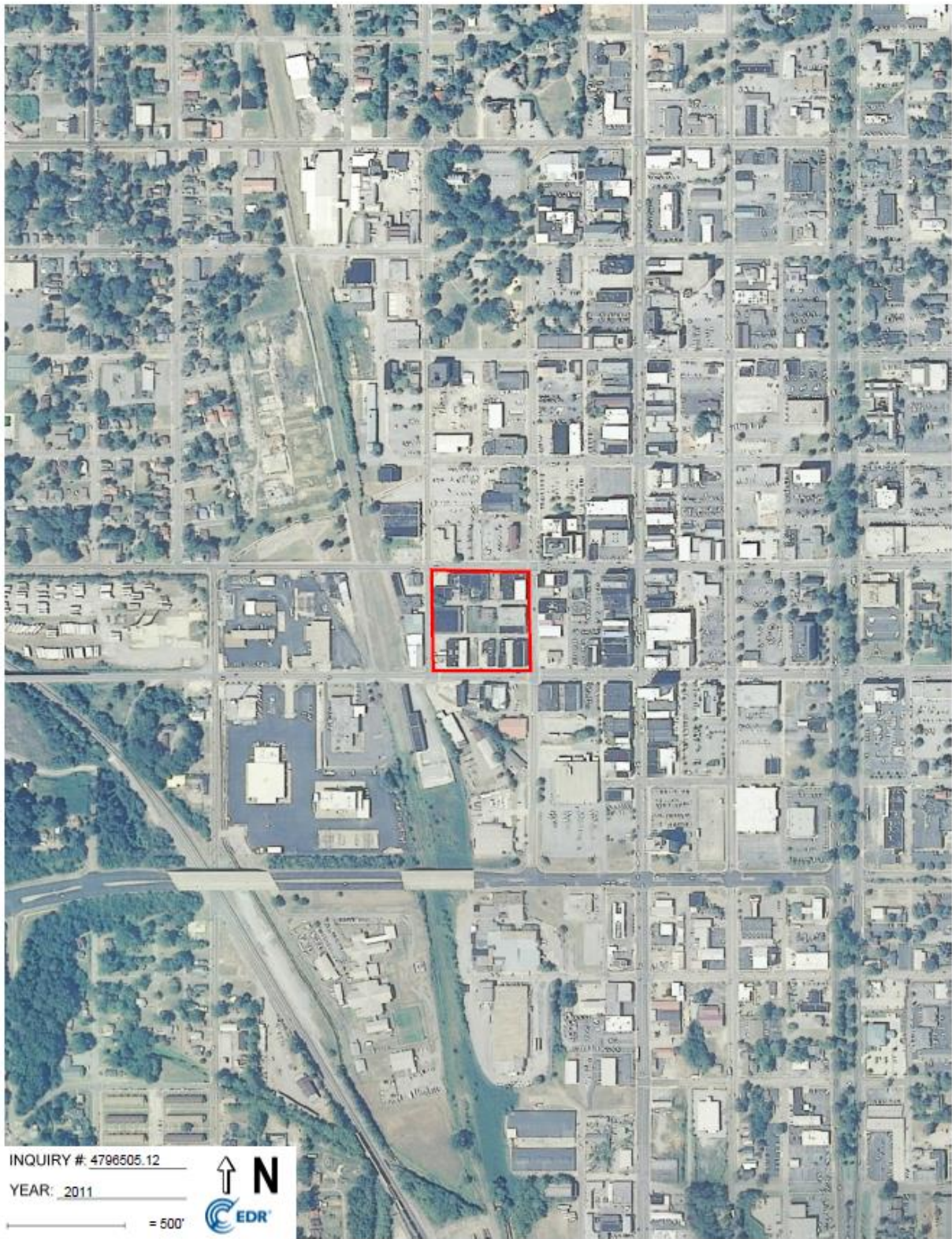
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December 05, 2016

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INQUIRY #: 4798505.12
YEAR: 1981
= 500'  

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INQUIRY #: 4796505.12

YEAR: 1949

— = 500'



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Certified Sanborn® Map Report		12/05/16
Site Name:	Client Name:	
Block 151/159	O'Brien & Gere Engineers, Inc.	
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Anniston, AL 36201	Savannah, GA 31401-0000	
EDR Inquiry # 4796554.3	Contact: Meghan Thiemann	

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Certified Sanborn Results:

Certification # FC21-48DB-8945
PO # 10062699
Project GSA Anniston Courthouse

Maps Provided:

1967	1890
1949	1888
1925	
1917	
1910	
1905	
1900	
1895	



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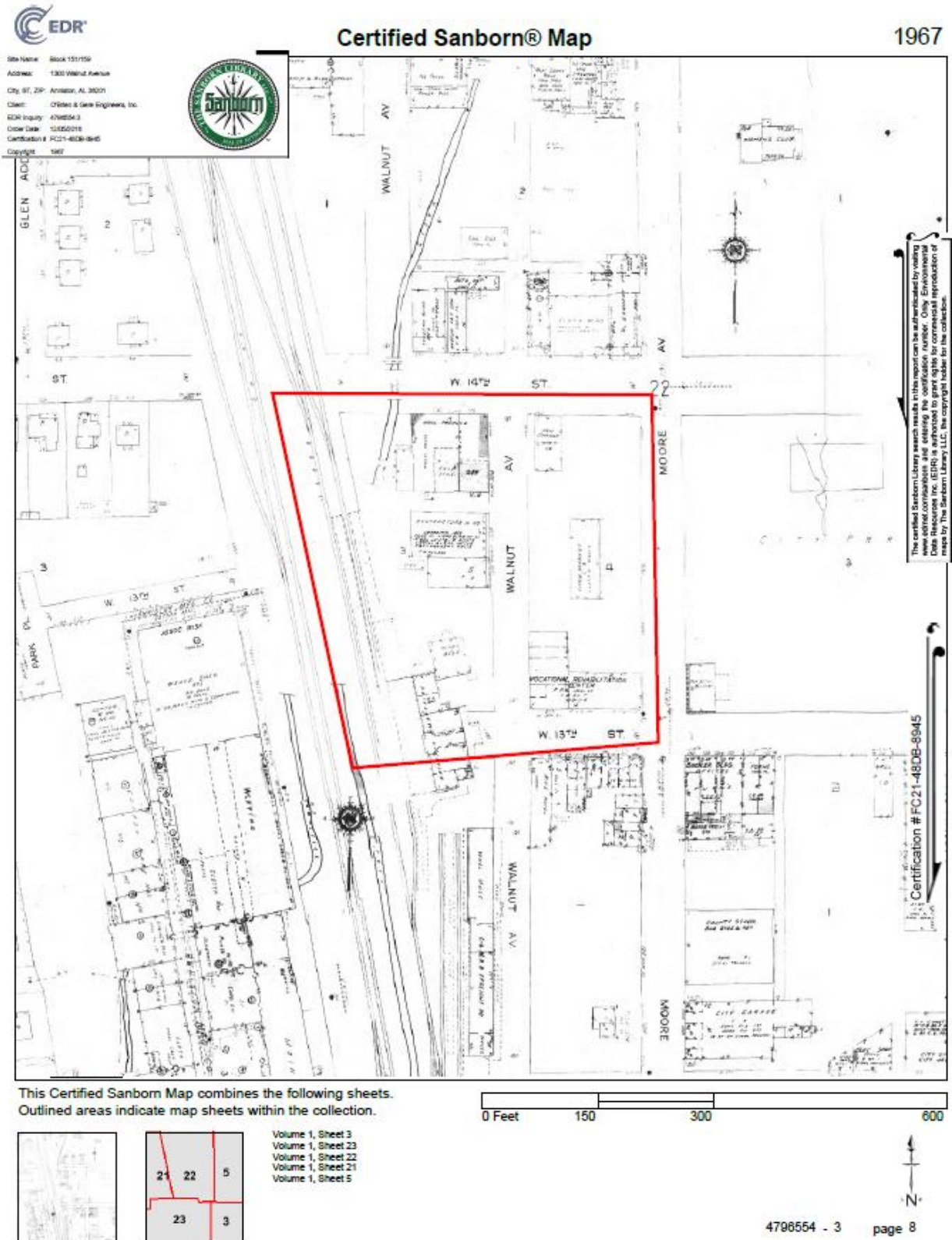
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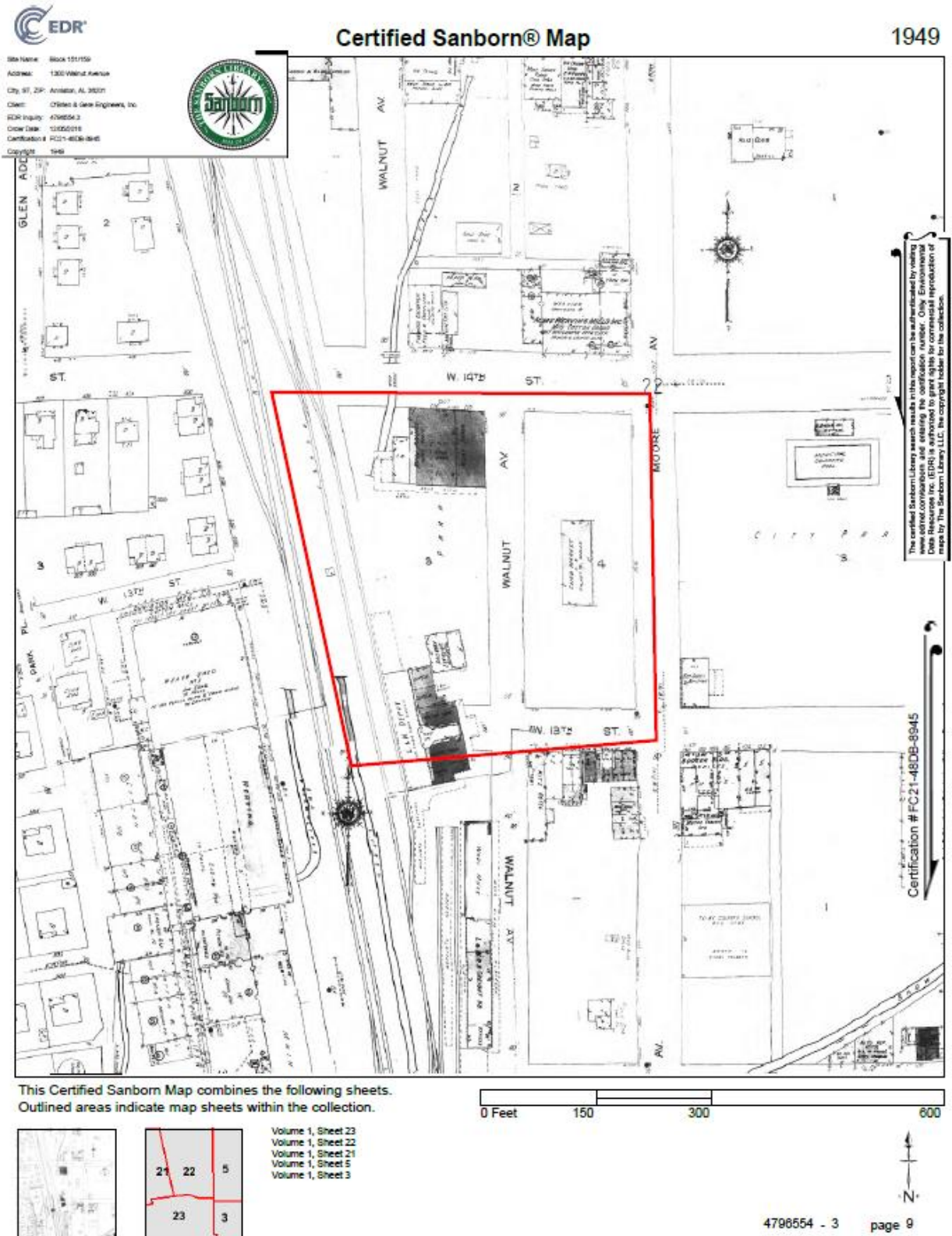
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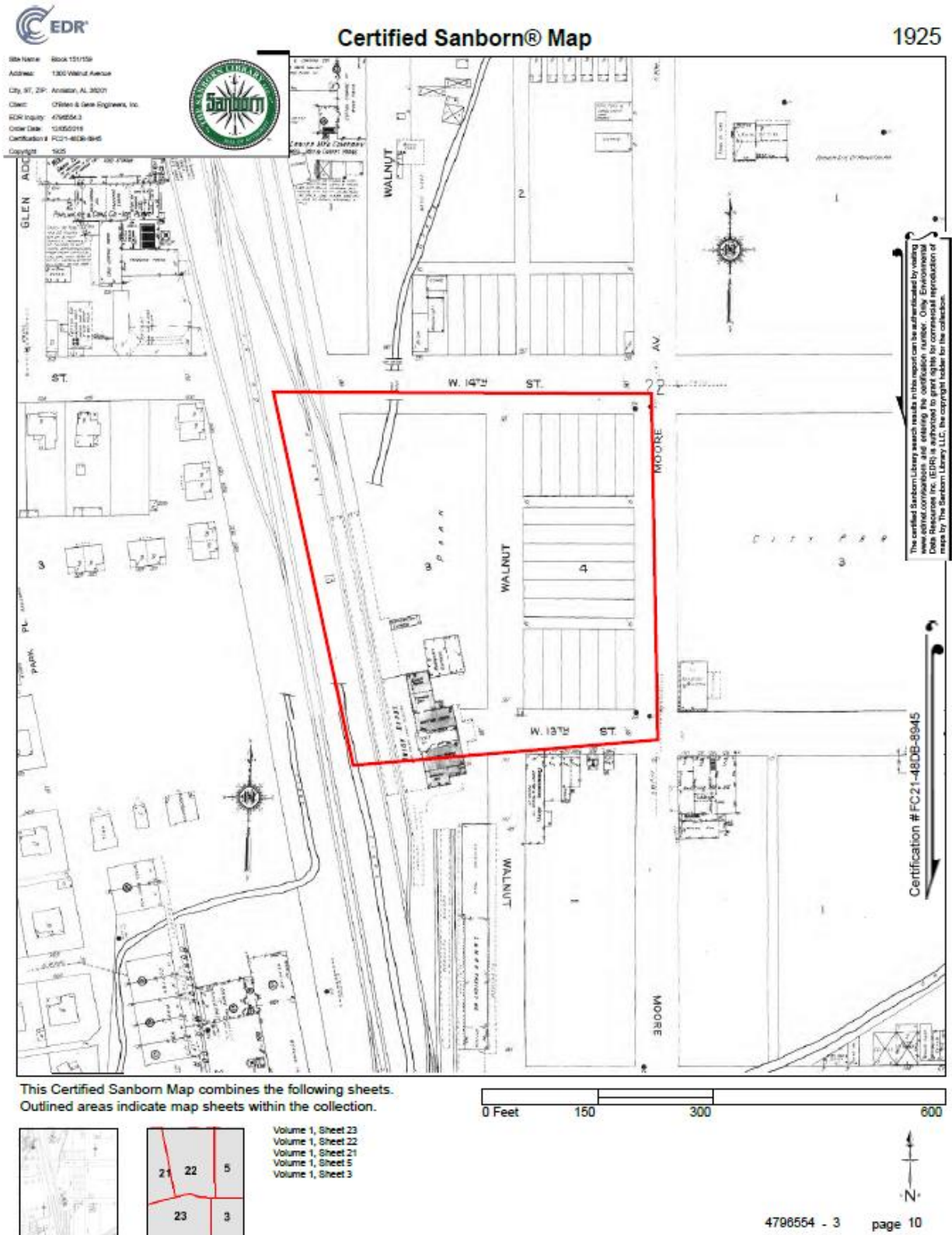
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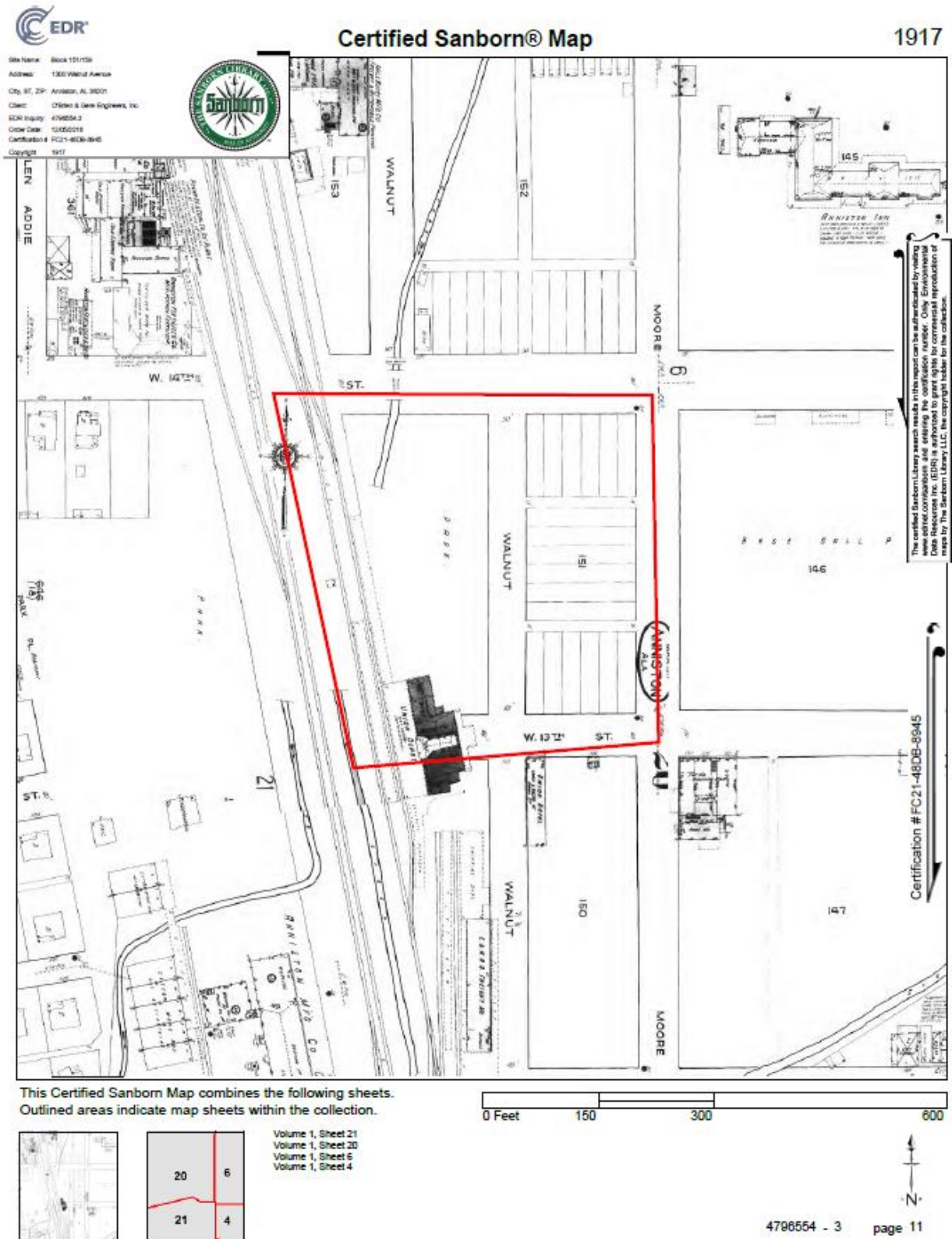
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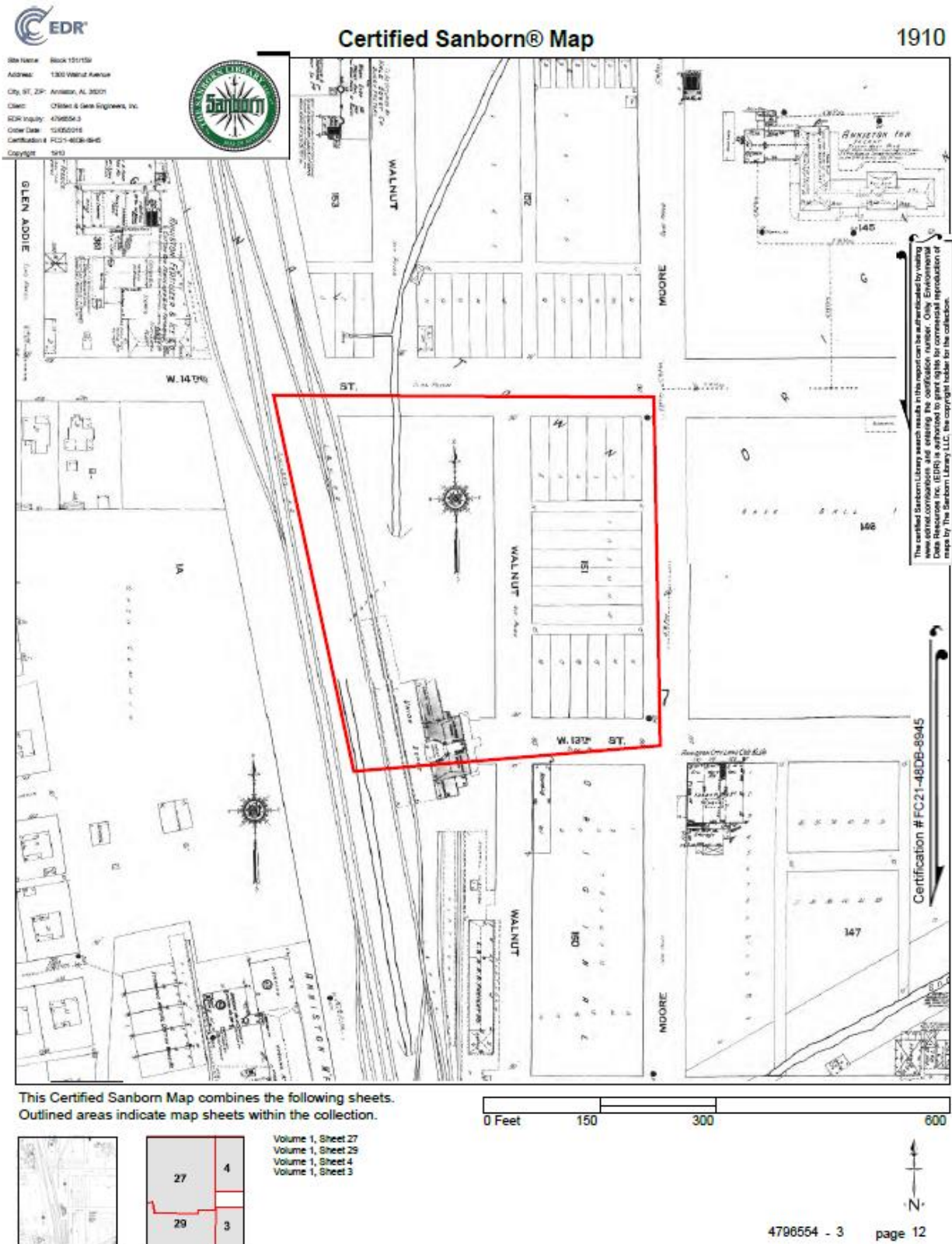


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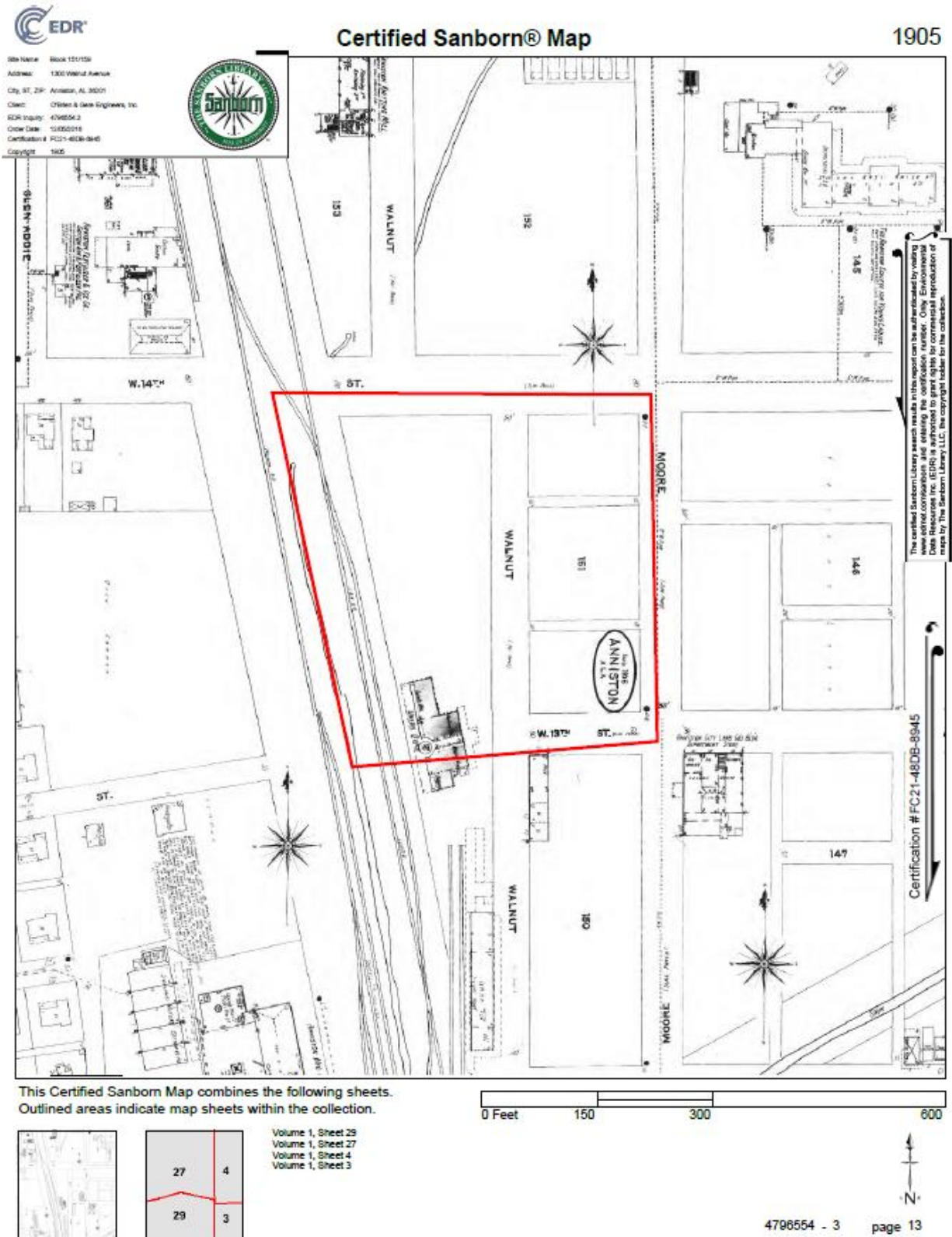


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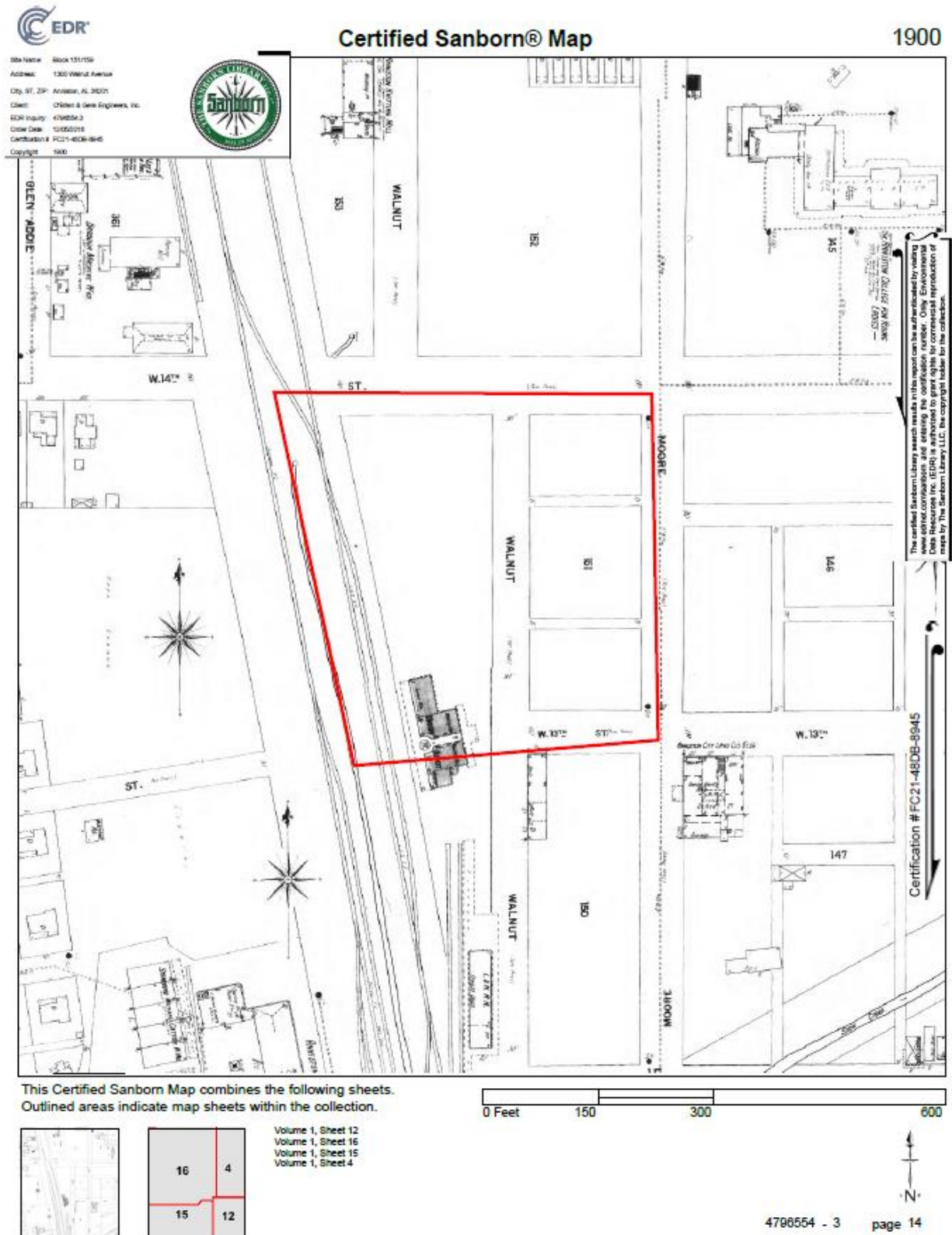
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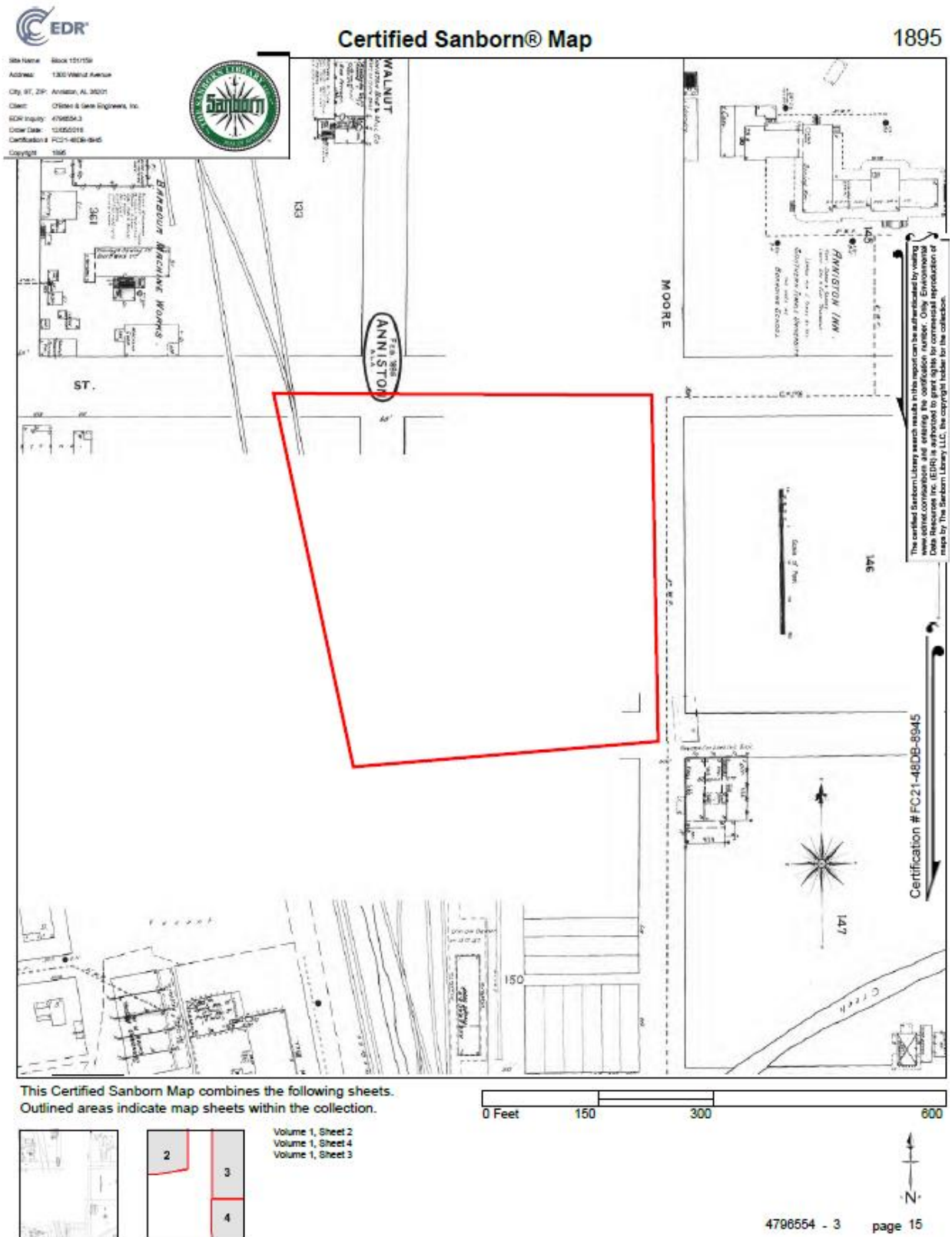


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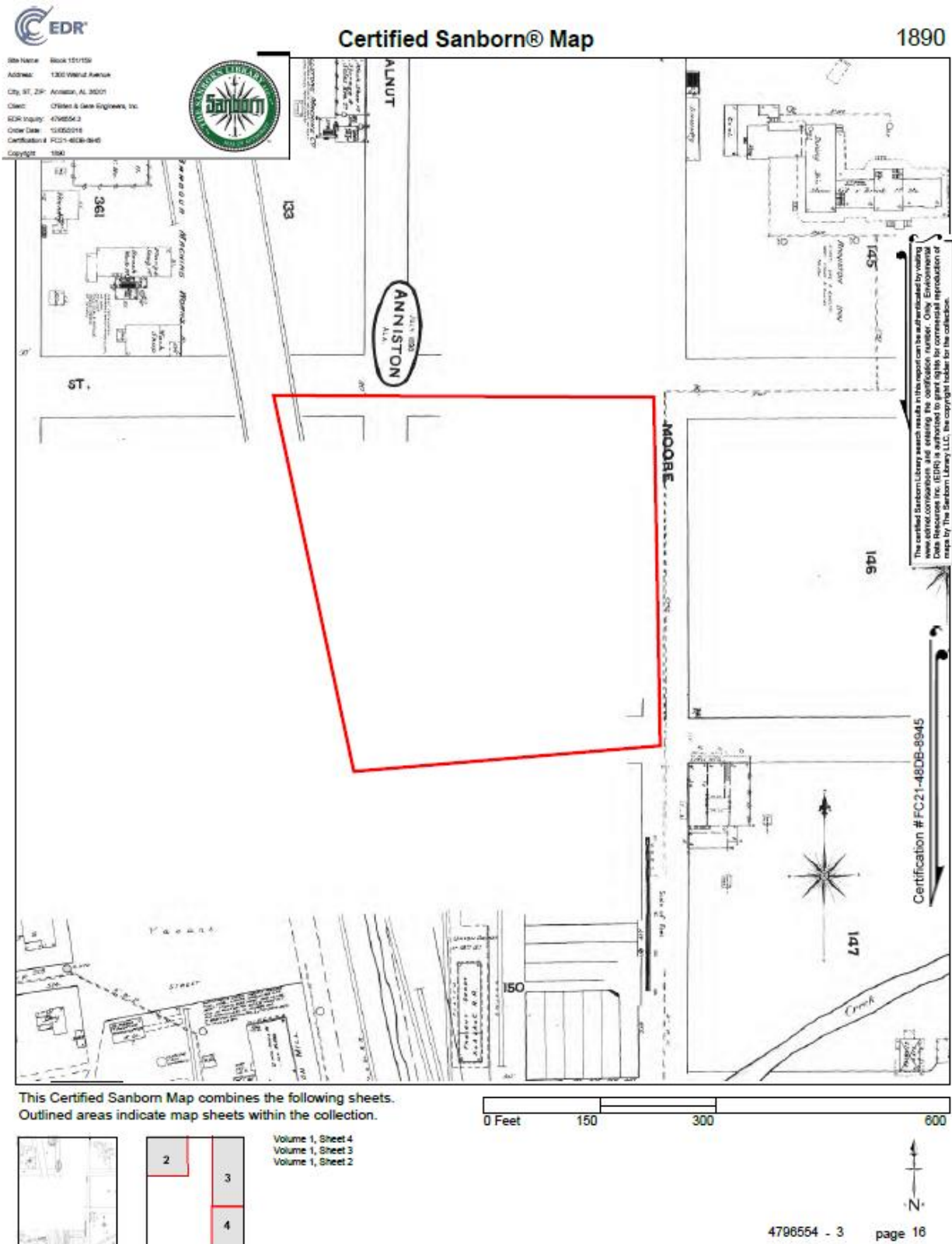


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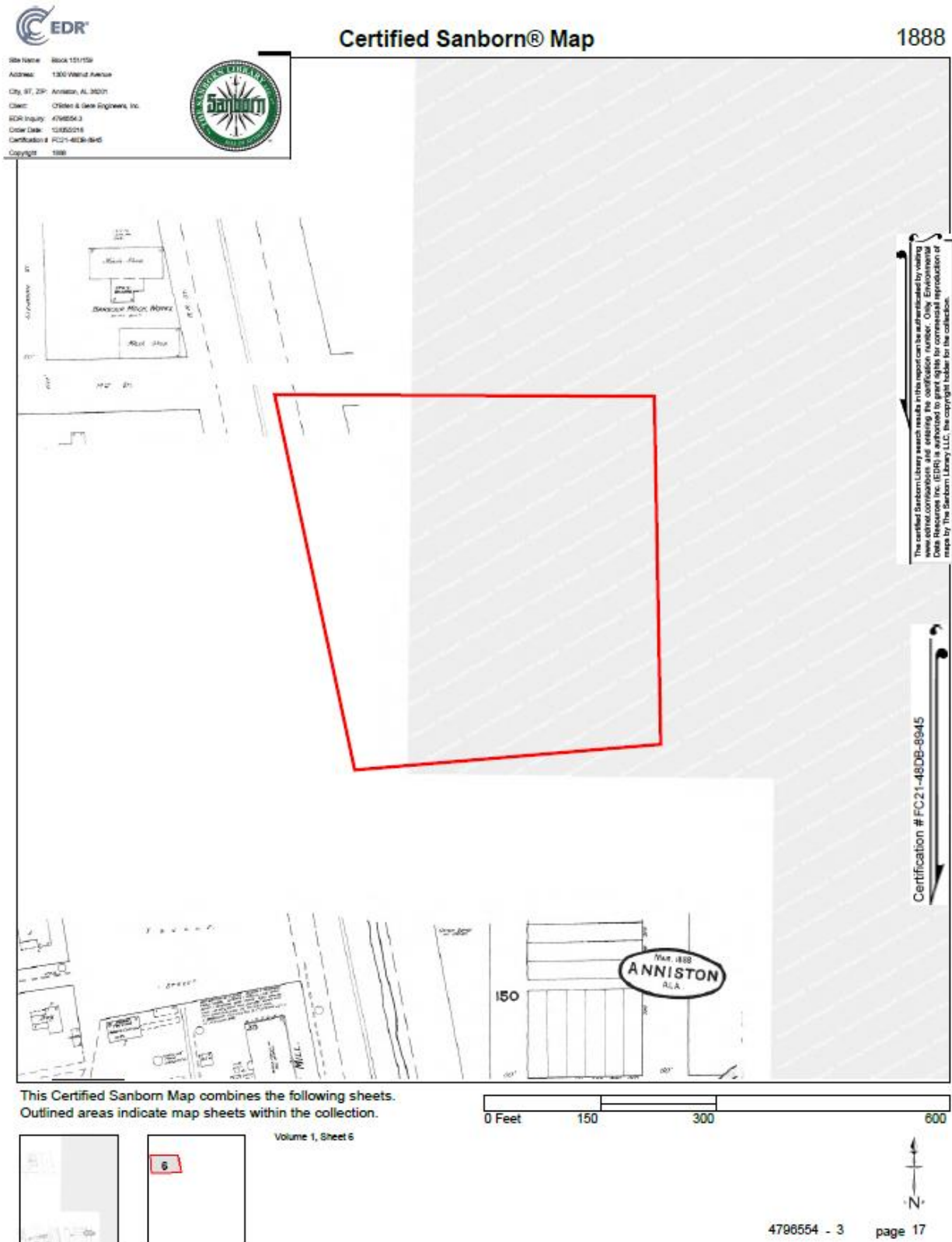
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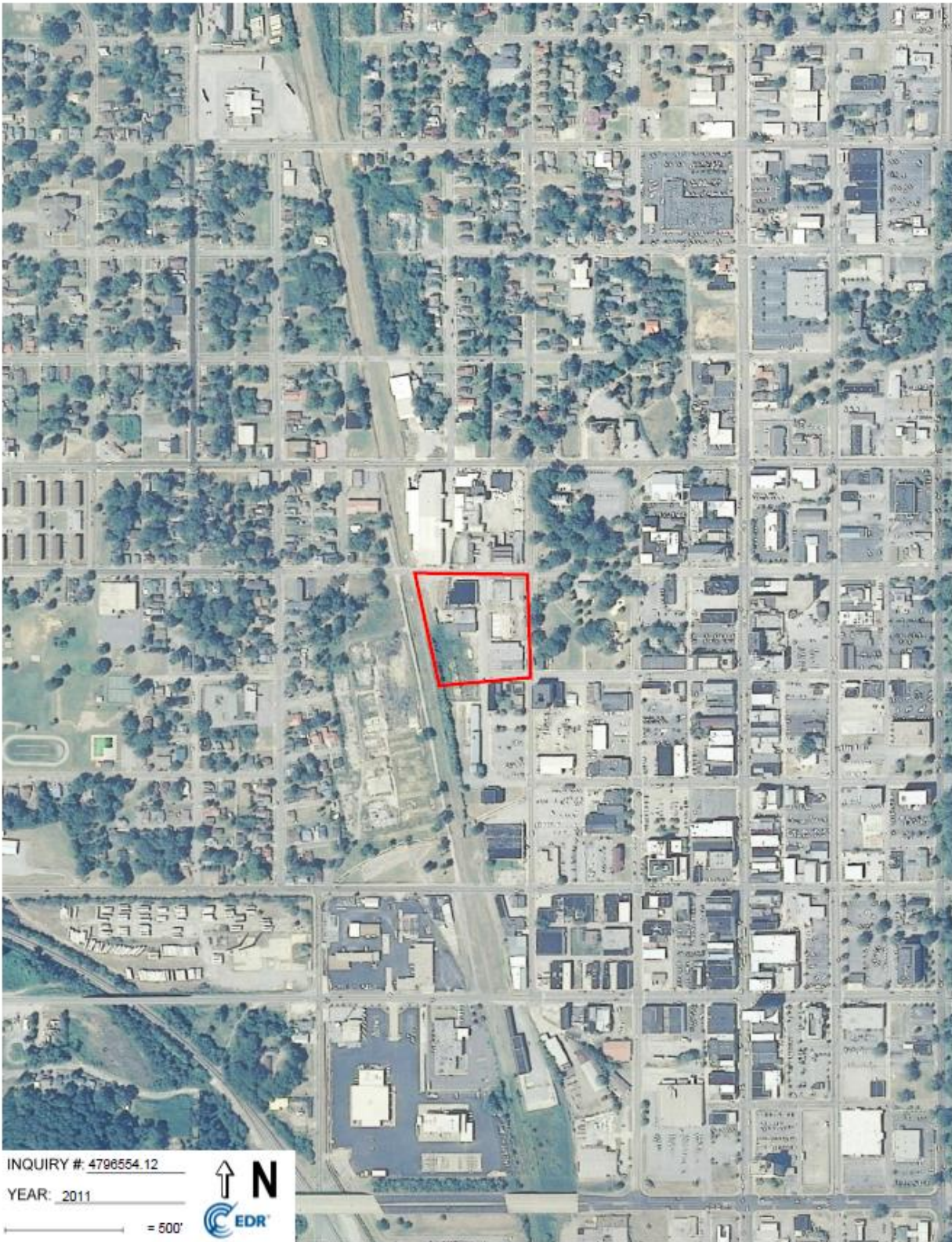
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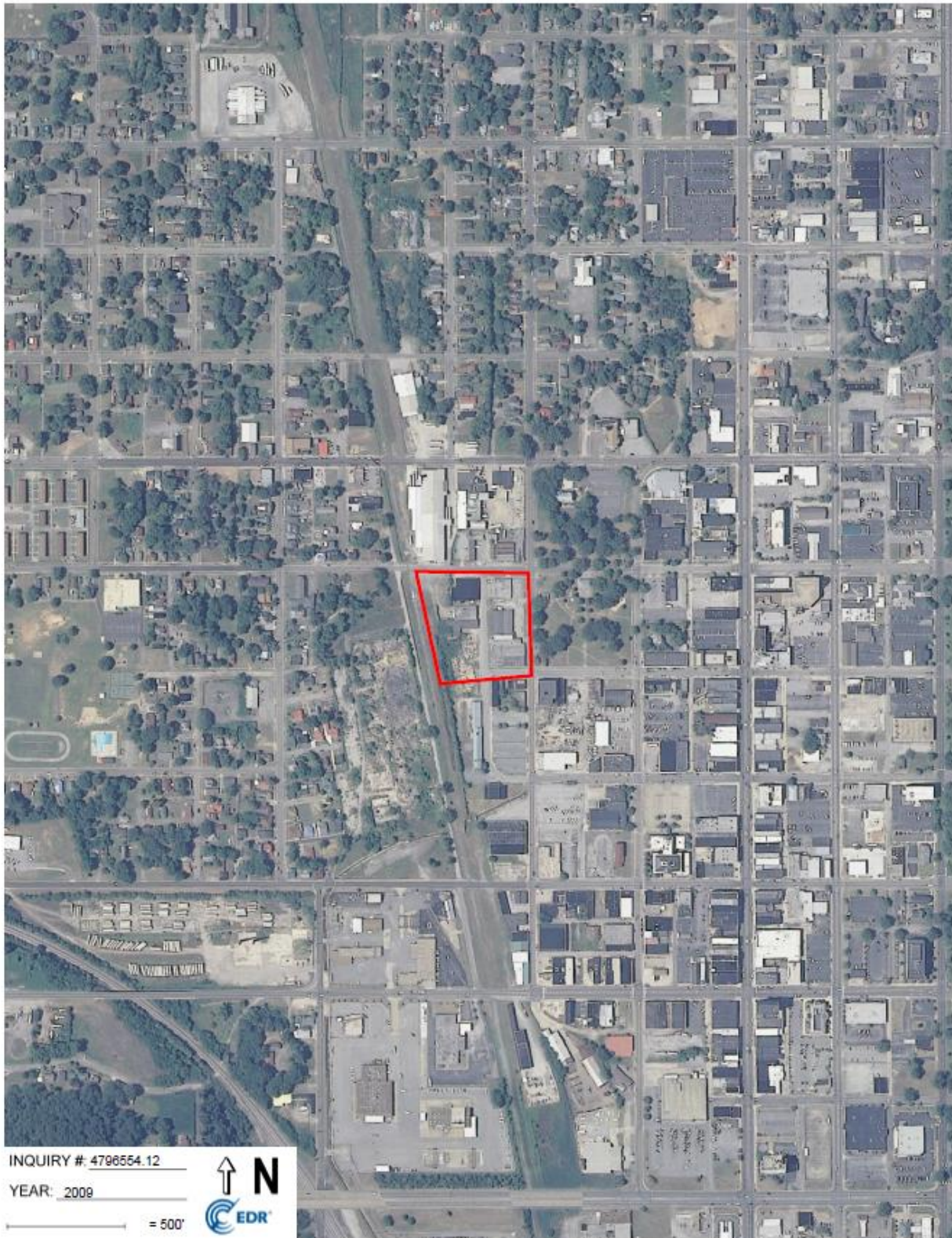


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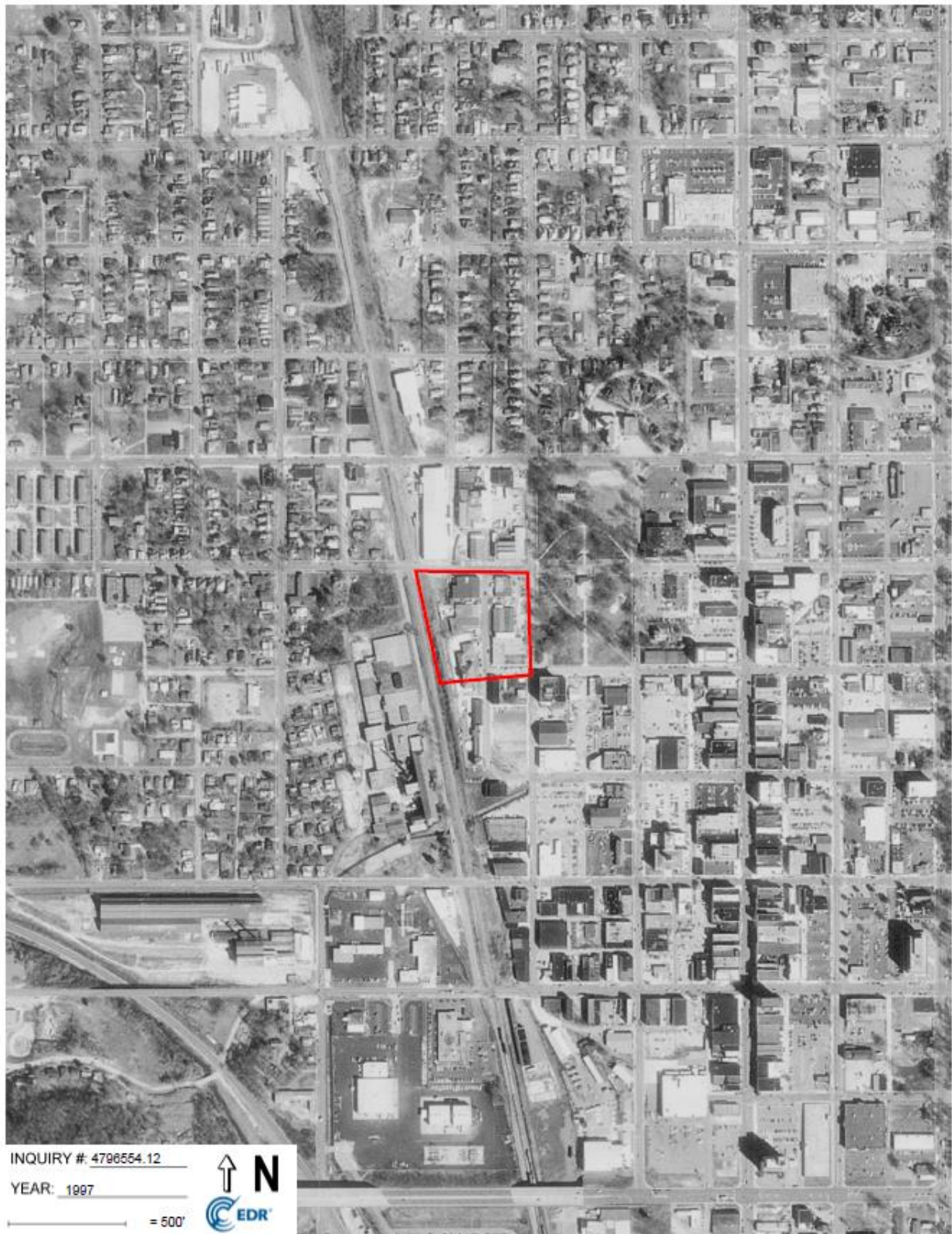
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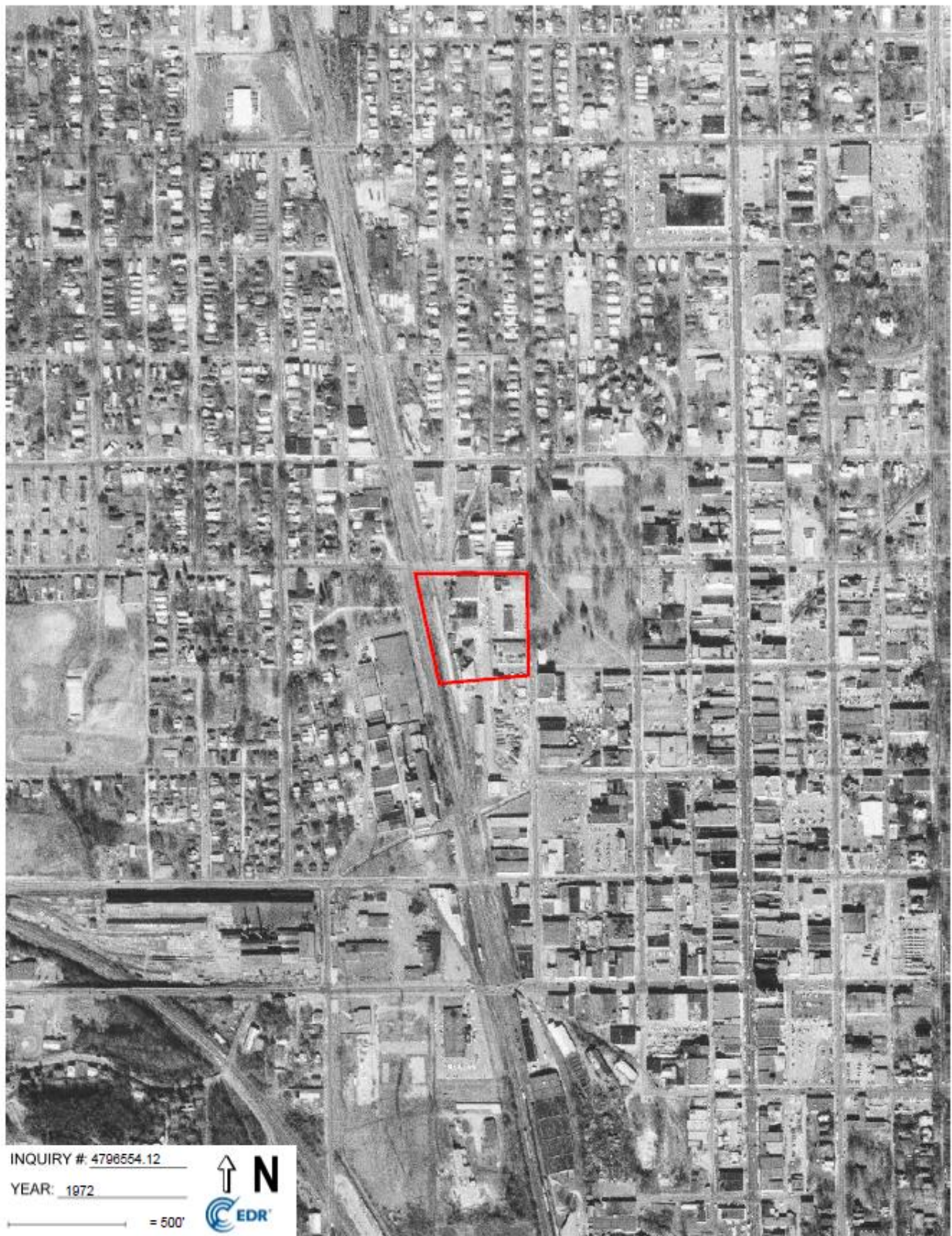
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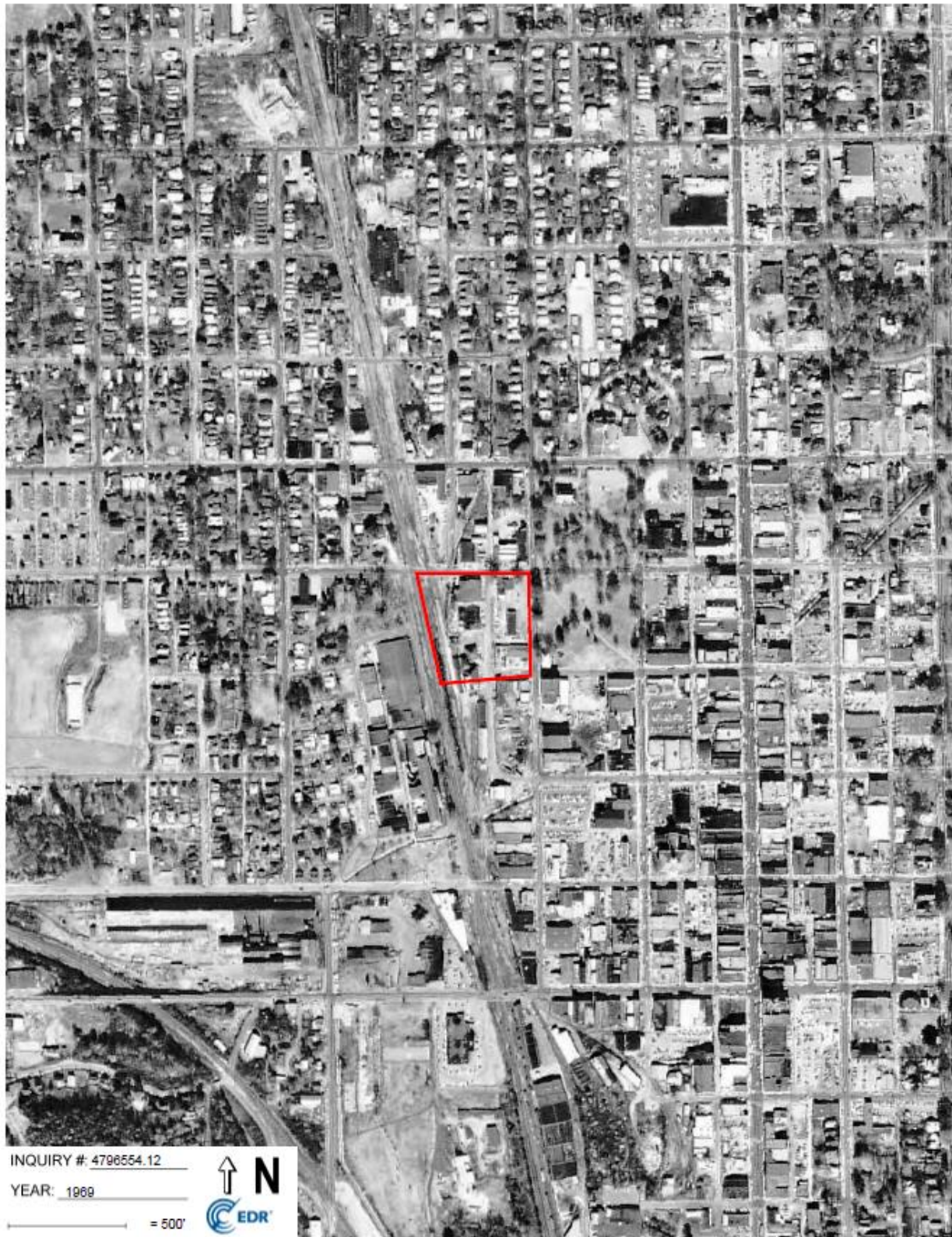
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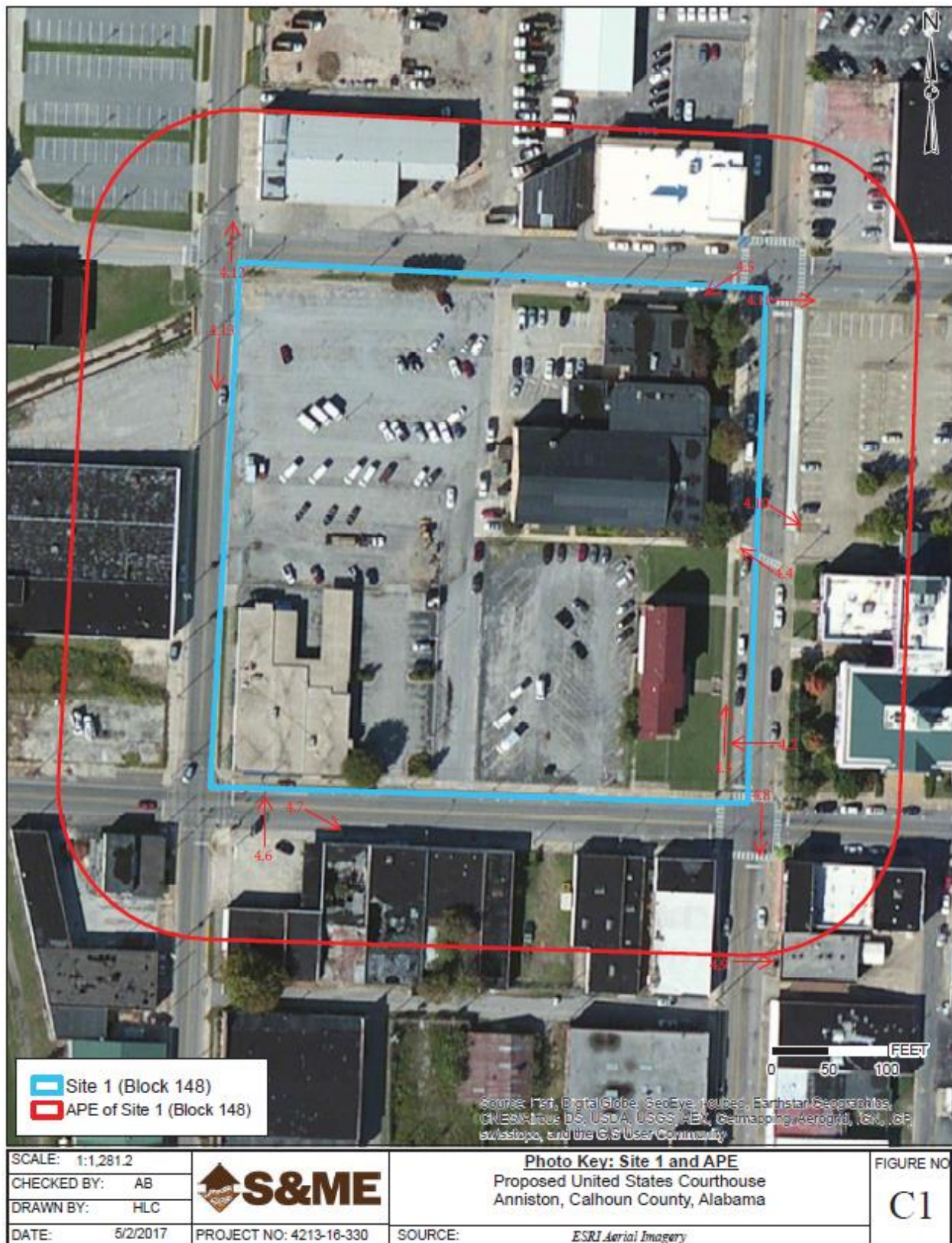


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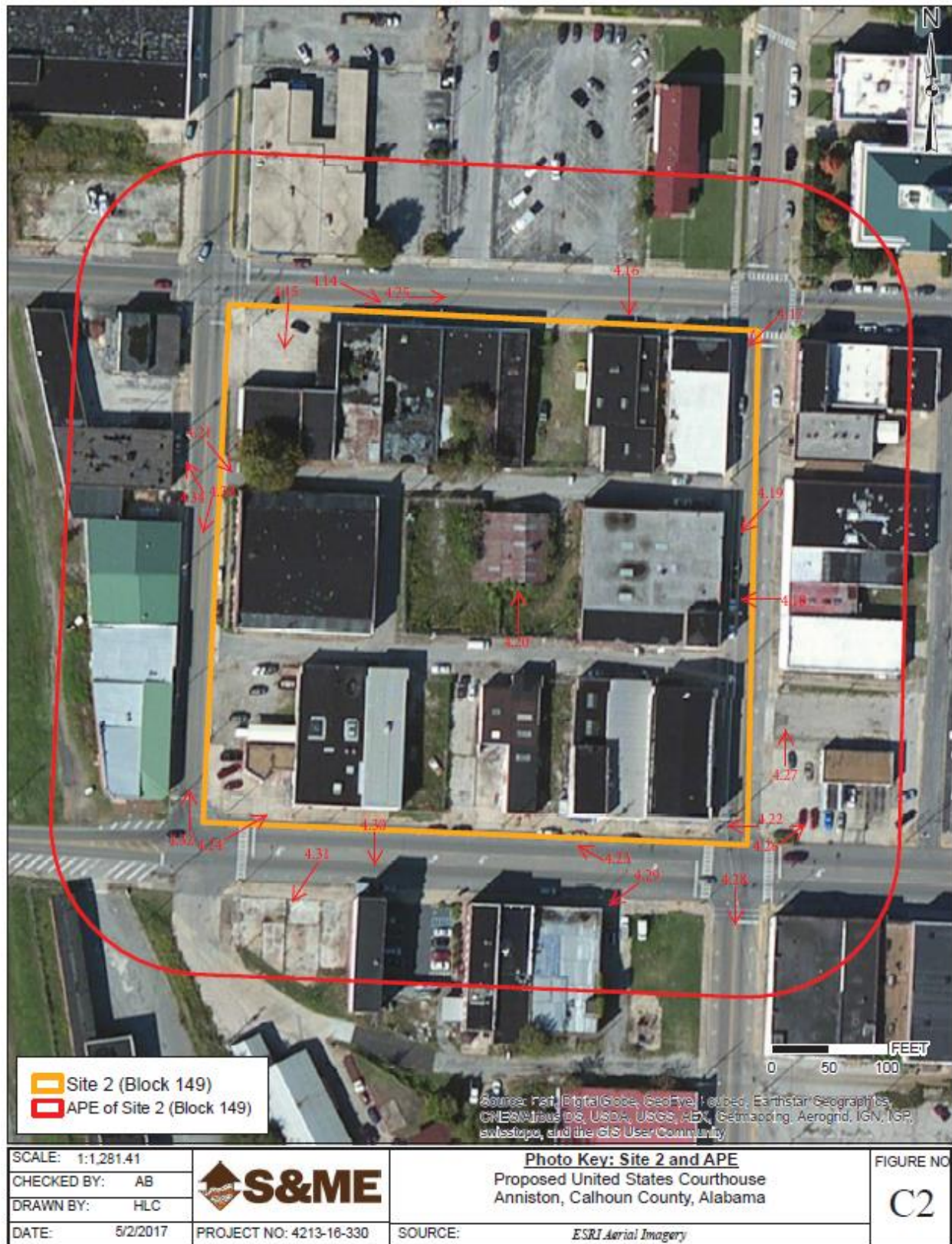


9.0 APPENDIX B: PHOTO KEY MAPS



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